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MENDOTA GENERAL PLAN

PREPARED FOR THE CITY OF MENDOTA, CALIFORNIA
BY CONSULTIVE PLANNERS • JANUARY 1974

MENDOTA GENERAL PLAN - 1974

A Community Development Plan For
Mendota, California, to the Year 2000

Prepared by:

CONSULTIVE PLANNERS

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[Mendota, City Council]
City planning Mendota

For the
CITY OF MENDOTA, CALIFORNIA

Planning Commission: Adopted December 17, 1973, Resolution No. 11

Jack Mulsbergen, Edward Petry, Lawrence Boolman, Erwin Pritchett,
Dora Sorensen, Porcirio Gomez and Ralph Espinosa

City Council: Adopted January 3, 1974, Resolution No. 587

Mayor Leland Smith, Fidel Dela Cruz, Russel Long, Raul Lemus and
James Lyons

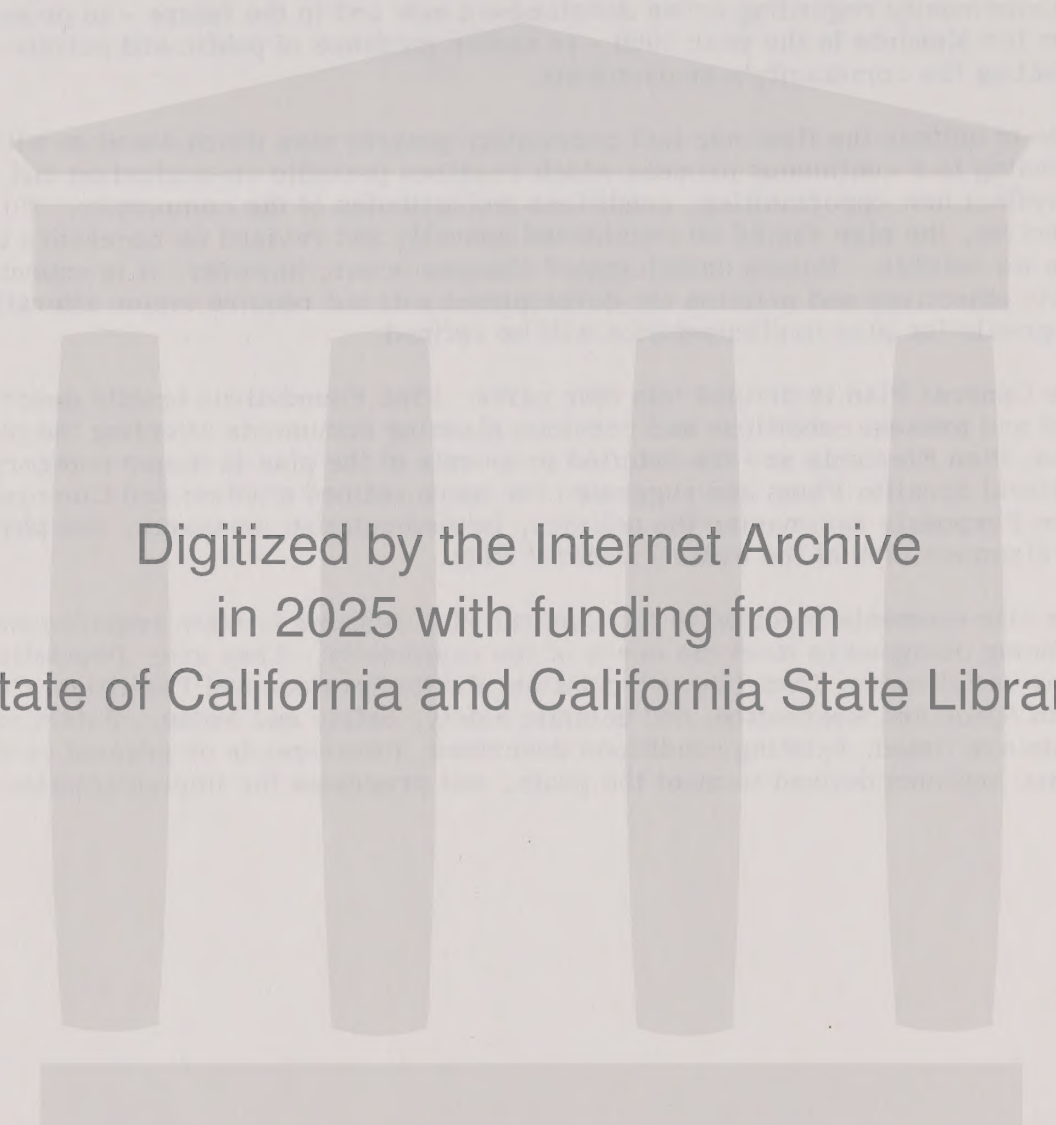
PREFACE

The Mendota General Plan of 1974 is a collection of long-range objectives, specific policies, and proposals for their effectuation concerning both the city of Mendota and the planning area. The purpose of the General Plan is to outline the goals of the community regarding urban development now and in the future - to propose a plan for Mendota in the year 2000 - to enable guidance of public and private actions affecting the community's environment.

This is neither the first nor last community general plan which Mendota will prepare. Planning is a continuous process which requires periodic re-evaluation and revision to reflect new opportunities, conditions and attitudes of the community. To be effective, the plan should be considered annually and revised as necessary to maintain its validity. Unless unanticipated changes occur, however, it is expected that the basic objectives and policies for development will not require major alteration while proposals for plan implementation will be refined.

The General Plan is divided into four parts: Plan Foundations briefly describe the past and present conditions and previous planning documents affecting the planning area; Plan Elements are the detailed proposals of the plan in major categories; Optional Specific Plans are suggested for more refined studies; and Comprehensive Plan Proposals summarize the policies, implementation measures, and physical development plan of the overall General Plan.

The plan elements included in the General Plan respond to state requirements as well as being designed to meet the needs of the community. They are: Population Projections and Housing; Land Use; Circulation; Public Services and Facilities; Conservation, Open Space and Recreation; and Seismic Safety, Safety and Noise. Within each element, goals are listed, existing conditions described, future needs or present problems identified, policies defined to meet the goals, and programs for implementation outlined.



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TABLE OF CONTENTS

PART I: PLAN FOUNDATIONS

- A. Past and Present Conditions 2
 - 1. Planning Area Location
 - 2. History
 - 3. Geographic Setting
 - 4. Economy
 - 5. Population Characteristics
- B. Prior Planning Policies 7
 - 1. Mendota Preliminary General Plan, 1958
 - 2. Fresno County General Plan, 1965
 - 3. Comprehensive Sewer and Water Study, 1971

PART II: PLAN ELEMENTS

- A. Population Projections and Housing Element 10
- B. Land Use Element 15
- C. Circulation 23
- D. Public Services and Facilities Element 28
 - 1. Water Supply and Distribution System
 - 2. Sewage System
 - 3. Solid Waste Collection and Disposal
 - 4. Flood Control
 - 5. Police, Fire and Administration Facilities
 - 6. Educational Facilities
- E. Conservation, Open Space and Recreation Element 35
 - 1. Regional Open Space: Agricultural and Natural Lands
 - 2. Urban Open Space: Recreational Lands
- F. Seismic Safety, Safety and Noise Element 42
 - 1. Seismic, Geologic Hazards and Safety
 - 2. Noise

PART III: OPTIONAL SPECIFIC PLANS

- A. Downtown Improvement Plan 47
- B. Neighborhood Revitalization Plan 47
- C. Oller Avenue Improvement Plan 47

PART IV: COMPREHENSIVE PLAN PROPOSALS

A. Summary of Policies	49
B. Implementation Measures	51
1. Capital Improvement Program	
2. Zoning Ordinance	
3. Subdivision Ordinance	
4. Other Code Improvements	
5. Cooperation and Assistance of Other Agencies	
C. Physical Development Plan	53

LIST OF EXHIBITS

Exhibit 1	Location/Vicinity	3
Exhibit 2	Mendota Planning Area	4
Exhibit 3	Generalized Existing Housing Quality	12
Exhibit 4	Generalized Existing Land Use	16
Exhibit 5	Circulation System	25
Exhibit 6	Soils	37
Exhibit 7	Open Space	41
Exhibit 8	Mendota General Plan	54

PART I: PLAN FOUNDATIONS

I. PLAN FOUNDATIONS

A. PAST AND PRESENT CONDITIONS

1. Planning Area Location

Mendota is located in the westside of Fresno County, approximately one mile west of the Fresno Slough which marks the trough of the San Joaquin Valley. The nearest neighboring towns are Firebaugh, eight miles to the northwest, and Tranquillity, 14 miles to the southeast, while Fresno is 34 miles due east of Mendota. The principal access routes include the Southern Pacific Railroad and State Highway Routes 33 and 180. As indicated on Exhibit 1, Location and Vicinity Map, Mendota enjoys close proximity to both a regional recreation area and a wildlife refuge which adjoin the Fresno Slough, but is relatively distant from the major existing freeways - Interstate Freeway 5, State Routes 99, 158 and 198 - serving the region. In the future, State Route 180, currently extending from Fresno through Kerman to Mendota along Whites Bridge Road, is proposed for development as a cross Valley freeway connecting Fresno to Interstate Freeway 5 west of Mendota.

The urban area of Mendota consists generally of one square mile, while the planning area extends in a one mile radius from the urban boundaries. (See Exhibit 2, Mendota Planning Area.) Within the urban area, most development is within the incorporated city of Mendota with the notable exception of the area known as East Mendota, which is under county jurisdiction.

2. History

Even before the town plat of Mendota was filed in 1894, a settlement formed at this shipping point for wool and hides produced in the pioneer ranches of the area. The townsite was platted by the Pacific Improvement Company, a division of Miller and Lux, which owned much of the land in the area. Typical of many Valley towns, the original plan established a grid pattern of streets oriented to the railroad, resulting in a diagonal alignment relative to the United State Geological Survey system of north-south and east-west coordinates. The townsite involved approximately 300 acres, divided into 81 blocks, each 320 by 400 feet in dimension, bisected by 20 foot wide alleys and served by 80 foot wide streets. The blocks were divided into uniform lots, each 25 feet wide by 150 feet deep, but generally combined to form homesites of 50 by 150 foot dimensions. This historic pattern is still the predominate urban form in present-day Mendota.

In 1942, the city of Mendota was incorporated with a population of 480. Slow and steady growth in Mendota's formative years was dependent upon agricultural development and an increasing need for a central shipping and receiving point. During the war and post-war years, Mendota's growth skyrocketed, tripling in only 8 years. The current population of the Mendota Planning Area is approximately 3,700, with 3,230 persons within the city limits.

Recent regional improvements are now offering Mendota new opportunities, in contrast to many other small Valley towns which are fading into obscurity. These new circumstances include: the completion of Interstate Freeway 5, about 20 miles from Mendota, offering ideal access to the state's major transportation system; the development of the California Water Project, bringing surface water to the western Valley to replace dependence on diminishing groundwater sources; and regional wildlife and recreation facilities in the Fresno Slough.

EXHIBIT 1 LOCATION / VICINITY

LEGEND

Freeways

Existing

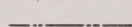
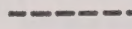
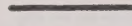
Proposed

Major Roads

River/Canal

Railroad

County Boundary



Urban Areas

Proposed Recreation Area

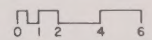
Airports

With Facilities

No Facilities



Scale in Miles

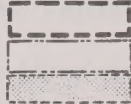


CONSULTIVE PLANNERS

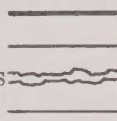
EXHIBIT 2 MENDOTA PLANNING AREA

LEGEND

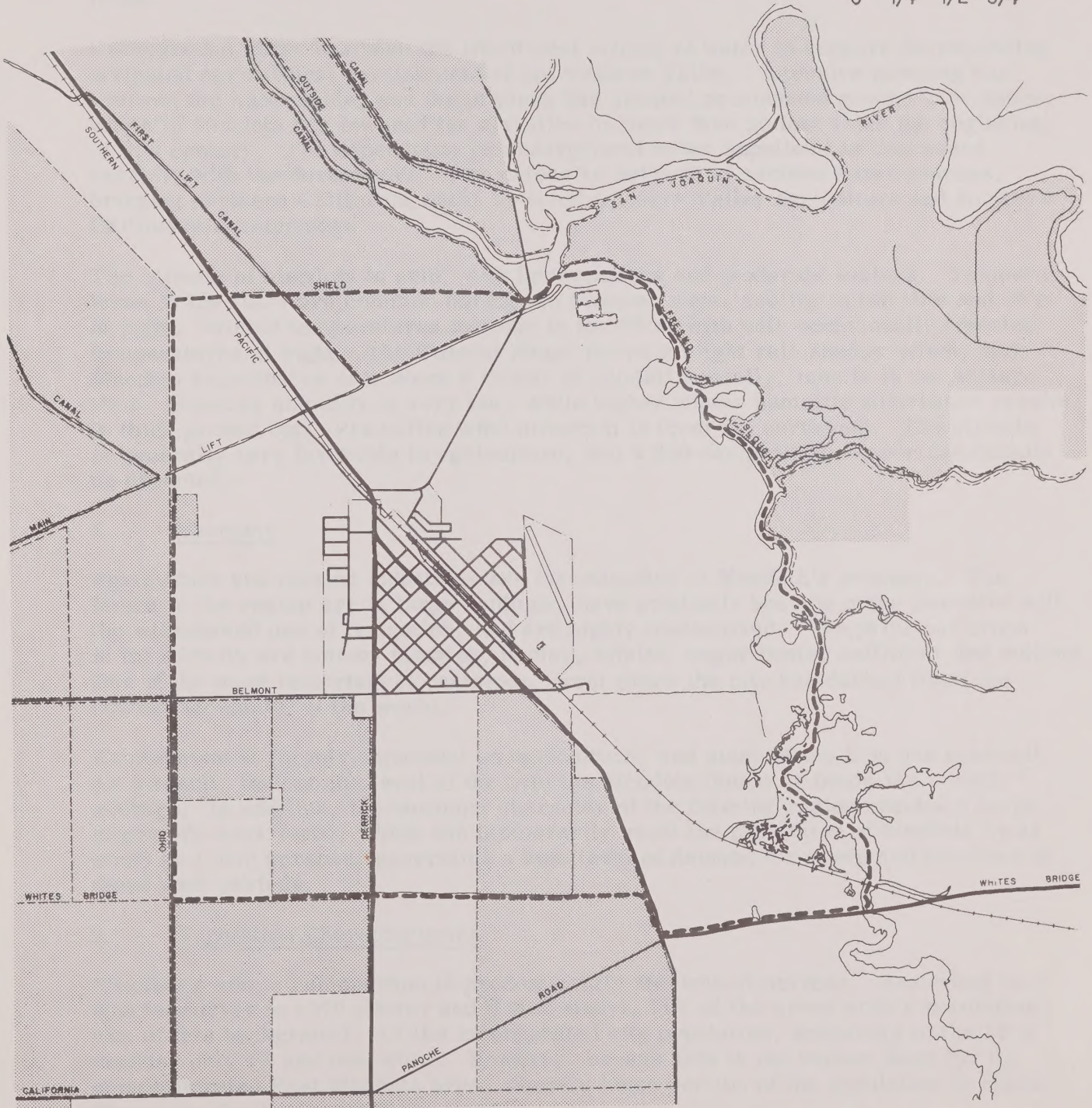
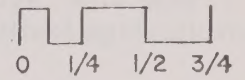
Mendota Planning Area
City of Mendota
Preserve Contracts



Expressways
Streets/Roads
Water courses
Railroad



Scale in Miles



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3. Geographic Setting

The city of Mendota, at an elevation of 175 feet, is located on the arid western side of the San Joaquin Valley. Terrain is nearly level, but with a slight downslope to the east where, one mile from the city, the Fresno Slough forms the drainage center of the Valley. The Coastal Range lies 20 miles to the west.

The soils underlying Mendota and the surrounding area are formed from the alluvial deposits of the Coast Range. They are generally fine-textured clays, with poor permeability, but the limitations can be overcome to produce excellent agricultural lands.

Underground water has been the traditional source of water to support the expanding irrigated agricultural development of the western Valley. Intensive pumping has lowered the water table, and the process has created pronounced ground subsidence, which in Mendota has lowered the elevation by more than 20 feet since the beginning of this century. The dependency on underground water supplies has decreased recently with the development of an extensive network of surface water sources, bringing northern California water by canal to serve Valley agriculture and Southern California development.

The climate of Mendota is arid, with hot summers and moderate winters. Temperatures in the 100's are common during the summer days, cooling to the 60's and 70's at night. Winter temperatures average in the 50's, with only occasionally freezing temperatures at night. The Coastal Range forms a slight rain shadow effect, and Mendota experiences only about 8 inches of rainfall annually, mostly in the winter-time. Summer humidity is very low, while higher winter humidity sometimes results in thick ground fog. Prevailing wind direction is from the northwest. The climate is generally very favorable to agriculture, and a 290 day growing season can usually be expected.

4. Economy

Agriculture and related industries are the mainstay of Mendota's economy. The farms in the region are in large holdings, have gradually become more intensive with the widespread use of irrigation, and are highly mechanized. The principal crops in the vicinity are cotton, tomatoes, barley, alfalfa, sugar beets, safflower and melons. One of the most important is cantaloup, from which the city has dubbed itself the "cantaloup capital of the world."

Employment is largely dependent on agriculture, and many of the jobs are seasonal. As a result, the income level of the average Mendota family is below the county average. In addition, the seasonal character of the farming region creates a large migratory work force, which can temporarily swell the population of Mendota by as much as 1,000 persons, generating a high level of demand for goods and services in these peak periods.

5. Population Characteristics

Mendota's ethnic composition is predominantly Mexican-American. According to a special survey in 1970 (Sewer and Water Study), 79% of the urban area's population was of this background. Of the incorporated city population, according to the 1970 census, only 4% are non-white. However, census data is not broken down for the unincorporated East Mendota area, where a large portion of the population is Black. There are few Indians and Orientals.

The median age of Mendota's population is about 20, compared to 26 in the county and 27 in the city of Fresno. This indicates a large number of children in the population. If the city follows recent trends, however, these figures will adjust themselves to reflect the dropping birthrate. A summary profile of the age characteristics is shown in the following table:

AGE OF POPULATION, 1970

Age 65 and older	4.7%
50 - 64	9.4%
40 - 49	10.5%
30 - 39	9.6%
20 - 29	13.8%
15 - 19	13.0%
10 - 14	13.8%
5 - 9	13.3%
Under 5	11.9%

Source: U.S. Census

B. PRIOR PLANNING POLICIES

A number of past studies have concerned themselves with the growth and development of Mendota. The most important are the city's and county's General Plan and the Comprehensive Sewer and Water Plans for Fresno County Rural Communities study conducted by Boyle Engineering and Harold Tokmakian Associates, 1971.

1. Mendota Preliminary General Plan, 1958

This plan was prepared by the Fresno County Planning Department and adopted by the Mendota City Council in June of 1958. It projected a rapid growth in Mendota's population, and ambitious plans were outlined to accommodate that growth and expand the city's boundaries and services. Based on more recent population trends, however, it is now evident that the 1958 projections are unrealistic. It is therefore necessary to completely re-evaluate the city's plans based on the experiences and changed conditions over the past 15 years.

2. Fresno County General Plan, 1965

Many of the county-wide goals and planning policies expressed in this General Plan are applicable to Mendota's planning effort. General county goals which Mendota should incorporate in its general plan are:

- a. To encourage a balanced land use pattern to meet the needs of the county residents and its economy.
- b. To provide a high level of educational, cultural, and recreational facilities for all individuals and groups.
- c. To use the county's natural resources in a manner consistent with the need to conserve the physical environment and beauty of the county.
- d. To facilitate the orderly growth of the county by provision of reasonable public facilities and services necessary for the consistent attainment of the other stated aims.
- e. To insure that physical development of Fresno County will provide a maximum of order, convenience and safety consistent with other stated objectives.
- f. To establish a circulation and transportation system which will provide for the efficient and safe movement of people and goods while minimizing the interference with adjacent land uses.

In addition to these general goals for the entire county, a number of planning principles are set forth which Mendota should follow in its renewal, development and planning programs:

- a. Urban growth should be the result of orderly development. Leapfrog, scattered, urban growth on economically productive agricultural lands should not be encouraged.
- b. Urban and large-scale rural non-farm residential development should

be located only in areas capable of being efficiently serviced by reasonable public facilities and utilities - such as water, adequate sanitation facilities, schools, roads and fire protection.

- c. Land needed for preservation and growth of the county's economic base should be protected from encroachment by inappropriate land uses.
- d. Through traffic should be routed in such a way as to cause a minimum of disruption to existing urban and rural development and a minimum of hindrance to orderly urban and rural growth.

The County General Plan map identifies two new features adjacent to the Mendota Planning Area which may significantly affect the city:

- a. Freeway 180: This element of the county circulation system is proposed to be constructed before 1985 and is to provide the major freeway link between Freeway 99 and Interstate 5 at Fresno. Eventually, this freeway would be extended to cross the Coast Range, providing access to Freeway 101 and the Monterey Bay Area. This new freeway will be only about 1-1/2 miles south of Mendota.
- b. Mendota Pool - Fresno Slough Recreational Area: This regional recreation area is proposed along the Slough directly north of the Mendota Wildlife Management Area, about 1-1/2 miles east of Mendota. It is to provide an attractive natural setting for picnicking and camping serving the entire Fresno region. It would, of course, be a major recreation resource for Mendota.

3. Comprehensive Sewer and Water Study, (Boyle and Tokmakian, 1971)

This document, reflecting a national interest in improving the quality of life and level of public services in rural communities, set forth a program for providing adequate sewer and water systems for each of the county's small towns. In this process, the study addressed itself to the probable future land use and population of each city. With current data and based on recent state and county-wide trends, the study projected a slowing growth rate, and concluded that most of the city's new development could take place within its existing limits. It recommended more efficient use of land within the built-up area, maintaining and improving East Mendota as a residential neighborhood, some expansion in the area west of Derrick Avenue, and generally intensifying and expanding commercial and industrial uses in areas already committed to those uses. This realistic evaluation of Mendota's future has, in large part, been a basis for the General Plan recommendations, with refinements and modifications to respond more specifically to Mendota's unique problems and assets.

The detailed sewer and water system proposals in the 1971 study are, of course, discussed in the Public Facilities Element of this General Plan.

PART II: PLAN ELEMENTS

II. PLAN ELEMENTS

A. POPULATION PROJECTIONS AND HOUSING ELEMENT

1. Goals and Principles

- a. To provide to all residents of Mendota the opportunity to live in safe, decent and sanitary housing at a price they can afford.
- b. To provide a variety of housing types and densities so that residents will have a choice of living environments.
- c. To provide for mobile homes in unified mobile home parks.
- d. To group types of residential environment for the benefit and protection of all residents within each neighborhood, to discourage scattered inappropriate housing types, to stabilize the predominant present pattern of single family residential areas, and to exclude incompatible uses from residential neighborhoods.
- e. To encourage maintenance, rehabilitation and replacement of structures within the existing housing stock.

2. Existing Conditions

A 1970 inventory of the existing housing stock conducted as part of the Sewer and Water study (Boyle and Tokmakian, 1971) indicated that there were a total of 1,080 dwelling units within the Mendota planning area. Of these, 31 units were in two residential groupings outside of the urban area - at the Firebaugh Canal Company headquarters (11 standard homes) and along Bass Avenue (20 mostly substandard homes). The unincorporated area of East Mendota contains 242 units, of which only 31 were standard. Over 90% of these units were single family detached dwellings.

Within the city of Mendota, housing stock was of a better quality and exhibited more of a mix between single family and multi-family units. There were 807 units in the city, with 542 single family houses and 265 multi-family units, 64 of which were public housing units. About 17% of the single family homes were substandard beyond economic repair, compared with only 10% of the multi-family units. Most of the city's substandard dwellings were concentrated at the core of the town and along the railroad tracks. (See Exhibit 3, Generalized Existing Housing Quality.)

A mobile home park is located at Oller and 11th Avenues and contains 15 of the areas 44 trailer homes. The rest of these units are scattered throughout the urban area, but predominantly in East Mendota.

Since the survey was taken in 1970, some additional public housing units have been constructed in Mendota. West of the existing projects on Derrick Avenue, 48 new units have been built along Sorenson Avenue; and 12 new units designed for elderly residents were constructed at Quince and 8th Streets. No further public housing projects are planned in the near future.

The density of Mendota's population is low compared to the county's larger cities, but somewhat higher than its other small cities. In 1970 Mendota housed 2,705

persons on about 9/10ths of a square mile, or a density of 3,006 persons per square mile. In comparison, Fresno accommodates 3,971, while Kerman accommodates 2,567 persons per square mile.

According to the 1970 census, 62% of Mendota city's dwelling units were occupied by renters, while 38% were owner-occupied. The average number of occupants per unit was 4 (compared with a county-wide average of 3.4). Fifty-three percent of Mendota's residents were living in the same house in 1965. Of the 42% that moved from a different house in the United States, over three-fourths had moved from another location in Fresno County.

3. Projections

The past population trends of Mendota are somewhat difficult to trace due to the fluctuations in different data, depending on the time of year and the method of surveying. Data for the city of Mendota itself includes the following:

<u>YEAR</u>	<u>POPULATION</u>	<u>SOURCE</u>
1942	480	Special census, 1942
1950	1,516	U. S. Census, 1950
1958	2,382	Survey from 1958 Mendota General Plan
1960	2,097	U. S. Census, 1960
1961	3,086	Special census
1965	2,574	Fresno County Planning Dept. (FCPD), 4/1/65
1970	2,705	U. S. Census, 1970
1972	3,190	FCPD, 4/1/72 special census
1973	3,230	FCPD, 4/1/73 special census
1973	3,575	State of California, 8/6/73 special census

Estimates for East Mendota include the 1957 figure of 681 population (from the 1958 General Plan survey) and the 1971 figure of 875 (from the Water and Sewer Study). The larger census tract #83 of which the urban area is a part, but which also includes much surrounding rural area, had a population of 5,702 in 1960 and 5,632 in 1970.

Using the census information on the city for consistency, Mendota has grown by about 600 people per decade between 1950 and 1970, although its rate of growth has declined from 4% per year in the 50's to 2.9% per year in the 60's. Meanwhile, East Mendota has experienced an average growth rate of less than 2% per year between 1957 and 1971, and the census tract experienced a 1% decline in population during the 60's.

In the 1970's, using the two special censuses of 4/1/72 and 4/1/73, the city's growth has slowed to 40 persons in one year, or a yearly increase of 1.25%.

It is estimated by the State Department of Finance that Fresno County's growth rate will further decline to an average rate of about 1% per year over the next three decades. If Mendota retains its same relative position within the county, its growth rate will decline proportionately.

EXHIBIT 3

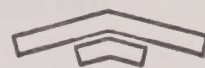
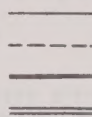
GENERALIZED EXISTING HOUSING QUALITY

LEGEND

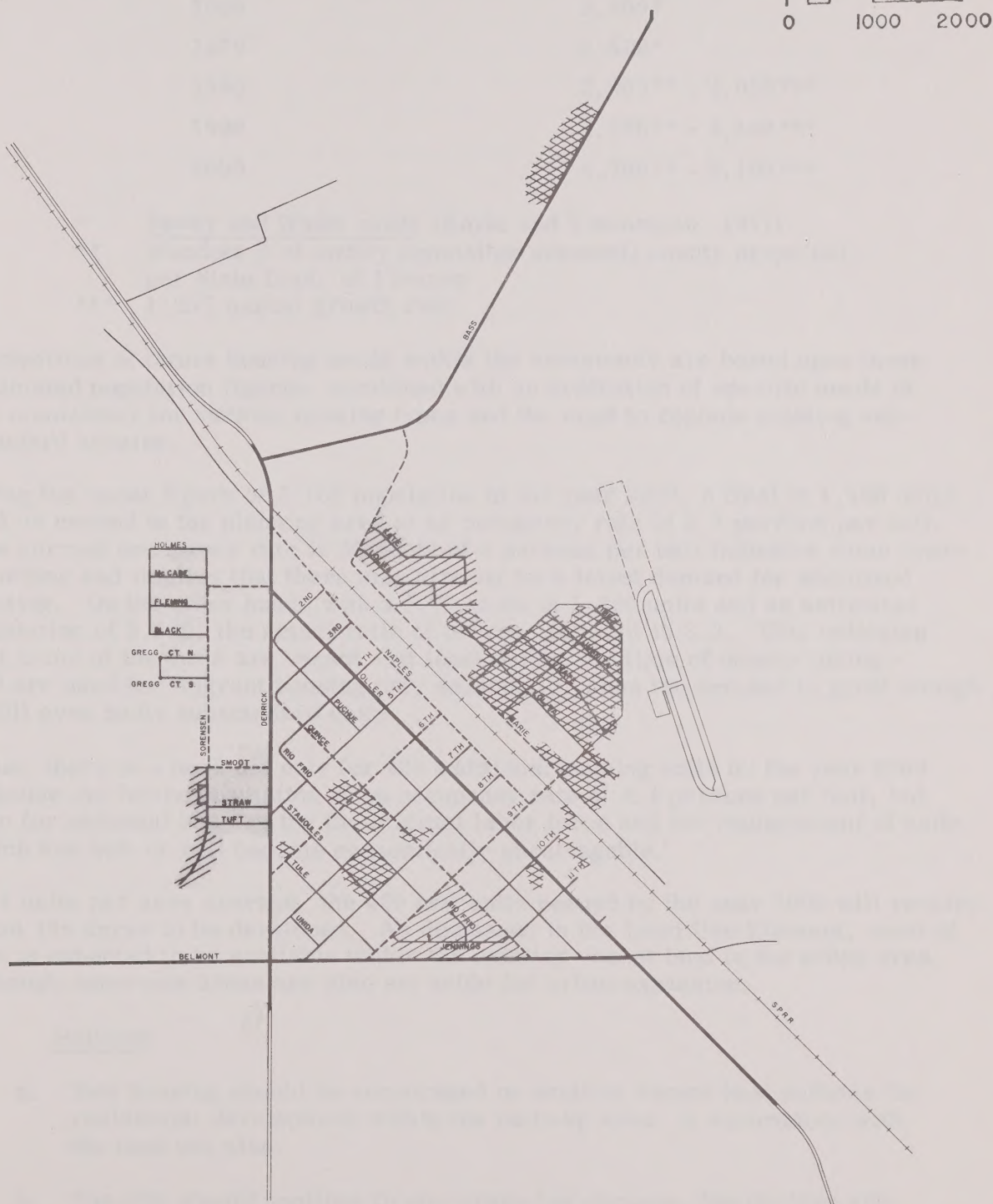
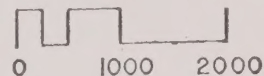
New Housing
Standard Housing
Substandard Housing



Local Streets
Collector Streets
Arterials
Expressways



Scale in Feet



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Thus, a realistic projection of Mendota's future population assumes a steady but slowing growth rate of from 1% to 1.25%. Viewing the planning area as a whole (since only minor development exists outside of the urban area and since East Mendota is considered an integral part of the city's future plans), this will yield the following figures:

<u>YEAR</u>	<u>POPULATION</u>
1960	2,800*
1970	3,580*
1980	3,900** - 4,030***
1990	4,330** - 4,500***
2000	4,700** - 5,100***

* Sewer and Water study (Boyle and Tokmakian, 1971)

** Mendota % of county population constant; county projected per State Dept. of Finance

*** 1.25% annual growth rate

Projections of future housing needs within the community are based upon these estimated population figures, combined with an evaluation of specific needs of the community for various housing types and the need to replace existing sub-standard housing.

Using the upper figure of 5,100 population in the year 2000, a total of 1,500 units will be needed in the planning area at an occupancy rate of 3.4 persons per unit. The current occupancy rate in Mendota of 4 persons per unit indicates some overcrowding and implies that there may already be a latent demand for additional housing. On the other hand, with a 1970 stock of 1,080 units and an estimated population of 3,580, the actual ratio of persons per unit is 3.3. This indicates that many of the units are vacant - at least during the time of census taking - and are used for migrant housing only seasonally, when the demand is great enough to fill even badly substandard units.

Thus, there is a need not only for 420 additional housing units by the year 2000 to house the future population at an occupancy rate of 3.4 persons per unit, but also for seasonal housing for the migrant labor force and for replacement of units which are now or will become economically unsalvageable.

At 4 units per acre average, the 420 new units needed by the year 2000 will require about 105 acres to be developed. As discussed in the Land Use Element, most of this is expected to be available within the existing vacant land in the urban area, although some new areas are also set aside for urban expansion.

4. Policies

- a. New housing should be encouraged on existing vacant land suitable for residential development within the built-up area, in accordance with the land use plan.
- b. The city should continue to encourage low-income, family-type sub-

division development in appropriate areas.

- c. The city should develop programs to rehabilitate economically reparable substandard housing, to replace units which are beyond repair, and to eliminate unsanitary, unsafe and unsightly structures.
- d. Appropriate housing should be provided to accommodate the seasonal population without disturbing permanent residential areas. Such housing, with some family units primarily for single men, would best be located in peripheral areas of the city and convenient to the agricultural industries which the seasonal labor force serves. Mobile homes and prefab type housing units might be economically feasible alternatives for the seasonal housing need.
- e. Mobile homes or trailer parks should be developed as planned unified clusters in appropriate areas, convenient to employment centers, but preserving a safe residential environment.
- f. Permanent multi-family housing should be located in the area surrounding the downtown and 7th Street, to reinforce the higher land use of this area, encourage use of vacant land, and provide a desirable alternative housing type for permanent residents.

5. Implementation

Mendota has been successful in receiving assistance from the Fresno Housing Authority, Farmers Home Administration, and Self-Help Housing (pending). These programs should be continued as much as possible. A variety of private developers should also be encouraged to develop low and moderate income housing, especially within the built-up area.

The city should take the initiative in establishing a housing conservation program, similar to and hopefully with the help of such programs as the Federally Assisted Code Enforcement (FACE) program. Rehabilitation problems should be identified, low interest loans made available to correct them, and neighborhood improvements provided to encourage the program. Health, safety and building codes should be enforced to eliminate seriously substandard conditions.

The existing zoning ordinance should be revised to reflect the residential patterns recommended by the Housing and the Land Use Elements of this General Plan. Zoning and subdivision laws should be designed to safeguard the residential environment from incompatible uses and deteriorating conditions.

B. LAND USE ELEMENT

1. Goals and Principles

The basic goal of the land use element is to encourage a balanced use of land meeting the needs of the residents and the economy of the area as efficiently as possible. As a corollary of this, the urban area should make beneficial use of its existing land, and further urban development should occur only in an orderly, contiguous, and compatible manner, where urban services can be most economically provided and in response to the demands of population growth. Specific principles for each type of urban land use are discussed below:

Residential

- a. To provide an attractive residential environment free from conflicting uses and unnecessary traffic.
- b. To provide for a variety of housing types and densities, located appropriately with respect to other land uses and grouped for the benefit and protection of all residents. (See also the Housing Element.)

Commercial

- a. To separate retail shopping areas from service and highway commercial areas in order to promote the development of compact and functionally efficient areas, free from conflicts created by dissimilar activities.
- b. To intensify retail businesses in a central, unified location, while providing for minor convenience shopping areas serving neighborhood areas.
- c. To provide for adequate parking and service vehicle access to commercial areas.
- d. To provide physical, functional and visual transition between commercial areas and residential areas in close proximity.

Industrial

- a. To facilitate economic diversification by setting aside sufficient land for potential industrial expansion and development.
- b. To minimize land use and circulation conflicts between industrial uses and other types of uses and traffic.
- c. To provide suitable sites for industry, at the lowest cost in terms of providing public services, and with the greatest possible access to railroad, airport, and regional street and highway systems.

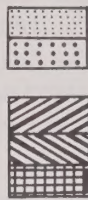
2. Existing Conditions

The existing urban uses are illustrated on Exhibit 4, Generalized Existing Land Use. The only urban type uses outside the built-up area are two rural residential clusters about one mile north of the city - one at the Firebaugh Canal Company site and one

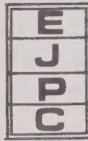
EXHIBIT 4 GENERALIZED EXISTING LAND USE

LEGEND

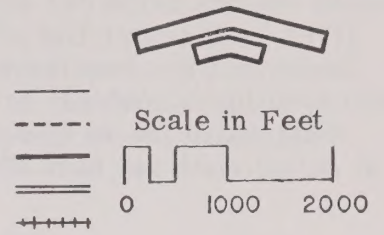
Residential
Single Family
Multi-Family
Commercial
Retail/Office
General
Industrial



Public Schools
Elementary
Junior High
Park
Civic Center



Roadways
Local
Collector
Arterial
Expressway
Railroad



CONSULTIVE PLANNERS

on the north side of Bass Avenue. Neither is served with urban services.

The total built-up area of urban Mendota consists of approximately 685 acres. Of this area, 519 acres are now developed in urban uses, while 166 acres remain vacant or in agricultural use. In the Sewer and Water study (Boyle and Tokmakian, 1971) the urban area encompassed 640 acres of which 462 were developed and 178 vacant or agricultural. The new development consists primarily of residential subdivisions (north and west of the 1970 urban area as well as on previously vacant urban land) and new industrial development (in the southeast). The 1973 land use distribution is illustrated on the following table:

<u>LAND USE CATEGORY</u>	<u>1970 Acres</u>	<u>1973 Acres</u>	<u>% of Total</u>
Total built-up area	640	685	100%
Residential	257	292	43%
Commercial	38	40	6%
Industrial and transportation*	115	135	20%
Parks and playgrounds	5	5	1%
Schools	38	38	5%
Other public uses	9	9	1%
Vacant and agricultural**	178	166	24%

*Includes 58 acre Municipal Airport

** Vacant - 6% @ 41 acres

Agricultural - 18% @ 125 acres

Source: Estimate from the Comprehensive Sewer and Water Plans for Fresno County Rural Communities, Boyle Engineering and Harold Tokmakian Associates, 1971, plus recent development data by Consultive Planners.

Nearly one-fourth of the urban area is defined as vacant (41 acres of unused land within the built-up area) or agricultural (125 acres of land used now for agriculture but wholly or partially surrounded by urban uses, or within the city limits, and considered committed to urban use). If these unurbanized lands are excluded from the percentage calculations, the comparison of the actual urban land uses is: residential - 57%; commercial - 7%; industrial and transportation - 26%; combined public uses - 10%.

A more detailed description of the existing conditions within each category of land use follows.

Residential

Three potential neighborhoods, or residential sections, can be distinguished within the Mendota urban area. One is East Mendota, on the northeast side of the railroad tracks, including the new Freedom Home subdivision. The second is the northwest area of town, including the residential public housing development west of Derrick. The third area is the southern triangle of town, defined by the commercial strip

along 7th Street, the railroad tracks, and Belmont Avenue. All three areas have experienced some recent residential development.

Most of the housing in Mendota consists of single family detached dwellings in standard subdivision grid patterns. More recent subdivisions have varied from the original townsite pattern, with some cul-de-sac and curvilinear streets. Multi-family housing is scattered throughout the city, with types varying from apartment houses and a trailer park to labor camps. The composition and quality of housing in Mendota is described in more depth in the Housing Element.

Commercial

Retail commercial uses are located in a section of 7th Street between Stamoules and Quince Avenues (along with a good deal of vacant land and mixed residential uses), scattered among service and highway commercial uses along Oller Avenue, and in several newer shopping centers on the southern portion of Derrick Avenue. The older and more traditional downtown lies along 7th Street, although vacant parcels break up any unified street frontage. A small group of pedestrian-oriented businesses along Stamoules between 6th and 7th Streets form an extension of this downtown retail area.

Oller Avenue, as the main thoroughfare in Mendota, has attracted a combination of general, retail, and service commercial uses, most of which are auto-oriented.

Most of the large acreage in Mendota which is zoned commercially is underutilized, with considerable vacant land and many buildings in poor condition.

Industrial

The industry of Mendota is strongly oriented to farm production, with cantaloup packing the primary activity. These industries are largely dependent on railroad transportation, and are found paralleling it in a band through the city.

New development is occurring in an industrial park area to the south of the airport, and in expansion of existing facilities.

Other industrial uses include an auto wrecking yard in a mixed use cluster at Derrick and Belmont Avenues, and the Department of Transportation maintenance yard and other industrial uses along Oller Avenue at the southern entry to Mendota.

3. Projections

Residential

By the year 2000, with 1,400 new residents projected for Mendota, at an occupancy rate of 3.4 persons per unit and 4 units per acre, there will be a demand for 105 acres of new residential development. Many acres of the vacant land within the built-up area are suitable for residential development, and these should be given first priority in fulfilling this demand. In addition, about 125 acres are designated for future residential development in this General Plan, so the needs should be more than adequately met.

In addition to the land requirements for new residential development, however, there are needs for more variety of housing types, improvements to or replacement of

substandard units, and for separate and adequate housing for seasonal labor force influxes. These have been discussed in the Housing Element, but appropriate areas for these uses will be further defined in the policies section of this Land Use Element.

Commercial

With its current commercial development of 40 acres and planning area population of about 3,700 people, Mendota has about 10 acres of commercial uses per 1,000 population, considered an adequate general standard. With its growth to 5,000 population by the year 2000, and allowing for another 1,000 people during the seasonal peak, the city would be adequately served by 60 acres of commercial development.

Presently, about 110 acres are zoned for commercial uses in Mendota, of which only about one-third are now developed commercially and only one-half will be needed by the year 2000. Thus, although there is some room for expansion of actual commercial enterprises in Mendota, there is an overabundance of commercial zoning which may contribute to the dispersed, somewhat chaotic pattern of current commercial uses.

Industrial

It is difficult to project the actual demand for industrial land in Mendota. However, it is clearly to the city's advantage to attract as much industrial expansion, consistent with protecting its natural and human environment, as possible in order to bring new economic and employment opportunities to its residents. Ample industrial lands should therefore be set aside in appropriate areas.

4. Policies

The land use policies of this General Plan are designed to meet the needs of Mendota to the year 2000. The distribution of the various land uses is illustrated on the General Plan Map, Exhibit 9. The policies and appropriate areas for each type of land use are discussed below.

Residential

- a. Mendota should encourage full utilization of vacant land within the existing built-up area. Some of the currently commercially zoned areas should be changed to residential zones, since there is more demand for residential use than for commercial. This change in zoning is recommended for most of the blocks between 6th and 7th Streets, except for the frontage onto 7th and the frontage onto Stamoules, and for all but the existing commercial development in the area west of Derrick in the southern portion of the city. Without such a change in zoning, the areas may either tend to remain vacant, may develop with an inappropriate mixture of uses, or contribute to a serious over-supply of commercial uses.
- b. Most of these areas - now commercially zoned but recommended for residential use - are appropriate for permanent multi-family housing, with the exception of the area west of the Sorensen alignment. The other areas recommended for multi-family use - southwest of Oller and southeast of the 7th Street frontages - are also appropriate, with convenient access to commercial areas, close to the center, and already in some mixed development.

- c. A family-oriented mobile home park is recommended in the multi-family area northwest of the Belmont-Derrick Avenues intersection. Housing to accommodate seasonal population - either trailers, prefab cluster development, or standard construction-type units - is recommended for the transitional areas between residential and industrial zones in the eastern portion of Mendota; southwest of the airport, along Marie Avenue, and/or in the triangle formed by the railroad, Bass Avenue and 2nd Street.
- d. East Mendota should be reinforced as a residential community and annexed to the city as soon as the necessary improvements are completed.
- e. Single-family residential uses should first be encouraged to fill in established neighborhoods. As expansion into new areas is required, it should be directed to the area in northern East Mendota west of the railroad tracks, taking advantage of close proximity to the main utility lines, and secondly to the area west of Derrick to the present city limits. These areas, with 125 acres set aside for new residential development, should more than adequately provide for the projected population of Mendota to the year 2000.
- f. Any non-residential use within residential areas should be permitted only subject to conditional use permit and should be carefully restricted to protect the residential environment.
- g. Only the areas designated for future residential use on the General Plan should be permitted for such uses, and all new residential development should occur within the city limits.

Commercial

- a. New retail businesses should be encouraged to locate in the downtown area of 7th Street, within 150 feet of its frontage, and along Stamoules between 6th and 7th Streets, so a unified, more intensive commercial center can develop. A downtown improvement program should be initiated to renovate, landscape, and improve parking facilities along 7th Street and to develop an appropriate pedestrian treatment along Stamoules Street.
- b. The existing markets along Derrick Avenue should be considered as neighborhood convenience centers, but should not be encouraged to develop with retail uses in competition with the downtown. In the future, an additional neighborhood convenience center may be desirable in East Mendota, along the frontage of Marie Avenue, but a location is not specified in the Land Use Plan.
- c. Service commercial uses, including both highway and automobile related businesses such as vehicle and equipment sales and service, drive-in establishments, gas stations, etc., should be separated from the retail district. Areas appropriate for service commercial use are designated along the entire frontage of Oller Avenue, at the southwest corner of Belmont and Derrick, and at the southwestern portion of 7th Street. There is ample vacant land within these areas to provide for future expansion, serving both residential and through-traffic commercial needs.

Industrial

- a. An expansion of the existing industrial park south of the airport should proceed east into the undeveloped lands as the need arises. It is unlikely that the entire area east of the airport would ever be required, and the areas closer to the existing sewer and water lines and to the railroad should be encouraged to develop first.
- b. The existing railroad - oriented band of industrial uses should be encouraged to intensify, but it should not extend beyond Marie Avenue northwest of 9th Street. In addition, industries adjoining residential areas should be "clean" and planned in such a way as to protect the residential environment of East Mendota.
- c. Separate industrial traffic routes should be established to minimize or eliminate conflicts with residential or retail commercial traffic.

5. Implementation

All of the policies of the Land Use Element are principally implemented by the city and county zoning regulations. The city's zoning ordinance should be reviewed and revised to reflect the land use designations of the General Plan and to provide specific measures to accomplish the policies of the Plan. These include:

- a. Rezoning from commercial to residential use of much of the central area (except the frontage of 7th and Stamoules), the area west of Derrick in the southern portion of the city, and the smaller area of Derrick Avenue frontage at the north end of the city.
- b. Establishment of three main residential zones: single-family (low density family-oriented areas, which are the predominant residential pattern); permanent multi-family (medium to high density, concentrated in the center of town and adjoining commercial areas); and seasonal or mobile housing (located primarily in transitional areas between industrial and other residential areas and in the periphery of the built-up area).
- c. Establishment of three commercial zones: central retail commercial; convenience neighborhood shopping; and service commercial.
- d. Restriction of inappropriate uses in each zone, including exclusive commercial and industrial zones. Any use which is not the primary intent of the land use designation should be subject to conditional use permit.
- e. Regulations regarding provision of adequate parking for all uses, yards, building heights, and screening for all zones, with special provisions and possibly performance standards for commercial and industrial uses adjoining residential areas.

The county zoning ordinance should also be used to implement the plan, primarily by restricting any urban level of development within the unincorporated area. Zoning of county lands should be for appropriate agricultural uses only. When future urbanization is appropriate (in areas so designated), annexation should precede any rezoning or processing of subdivision application. Within the agriculturally designated areas, any zoning or conditional use permit applications for non-agricultural

uses should be referred to the city for review. Rural subdivisions or lot split activity which could tend to interfere with future orderly urban expansion should not be permitted in the planning area.

C. CIRCULATION ELEMENT

1. Goals and Principles

- a. To provide a safe, convenient and efficient system of circulation for all users.
- b. To minimize conflicts between different types of traffic.
- c. To provide alternatives to automobile use to the greatest extent possible.
- d. To minimize conflicts between roadways and adjoining land uses, and to provide adequate on and off-street parking.

2. Existing Conditions

The major traffic carriers in Mendota are the two state highways (Oller and Derrick Avenues within the city) and the county arterial of Belmont. The portion of 7th Street connecting Derrick and Oller Avenues is an important secondary route serving the commercial area; and both 9th Street, crossing the railroad tracks, and Marie Avenue, paralleling them on the east, carry substantial traffic, particularly during the harvest and packaging season.

Oller Avenue (State Highway 180) is designated as an expressway by the county, carrying traffic to Fresno to the east. Within the city, it is a four-lane undivided roadway, with parallel parking on both sides, and it connects with State Highway 33 (Derrick Avenue) at the north end of town. It carries substantial through-traffic and, in addition, during the melon season carries heavy industrial traffic. Turn movements both onto and from Oller Avenue are difficult because of the often heavy traffic, further complicated by lack of traffic control signals and limited vision of the roadway from side streets.

Derrick Avenue (State Highway 33) runs north-south through the entire San Joaquin Valley and provides access to Firebaugh to the north and to Coalinga and Interstate Freeway 5 to the south. Outside the city, it is a designated county expressway with limited access. In Mendota, as a four lane roadway, it does provide local access to streets and adjoining uses (including two schools, several commercial uses, and residential areas); however, a number of the streets to the east, with their diagonal alignment to Derrick, have been closed off. Traffic levels are not as high as on Oller, and there are no major problem intersections.

Belmont Avenue is an improved two lane road generally forming the southern boundary of the city. It is designated as a county arterial and is scheduled for improvements after 1978. Until Freeway 180 is constructed, the Belmont/Shields route going almost due west from Mendota is the most direct access to Interstate Freeway 5. Within the city, it connects Oller and Derrick Avenues and serves both residential and agricultural traffic.

Circulation in Mendota is disrupted by the railroad tracks, bisecting the square mile northwest to southeast, between Marie and Naples Avenues. Only two crossing points are improved: one at State Highway 33 at the outskirts of town, and the other at 9th Street. The 9th Street - Marie Avenue intersection can become congested and dangerous, especially with heavy truck traffic in the melon season.

The old city grid pattern is made up of 80 foot wide streets, serving 320 by 400 foot blocks. These streets are unnecessarily wide and are a liability to improve and maintain. Additionally, with the old pattern oriented diagonally and the new pattern (including the major arterials of Derrick and Belmont) oriented to section lines, a number of awkward intersections have been created.

Although the city's adopted select system identifies a number of collector streets in addition to the routes already discussed, none of these has been improved in any special way, and they do not appear to carry more traffic than other local streets.

No scenic routes exist in or near Mendota. The only public transit service is provided by Greyhound Bus Lines along Highway 180 from Fresno and north along Highway 33 to Firebaugh and beyond. The railroad is for cargo only, and the airport serves primarily small private craft. Because Mendota is about one square mile in size, pedestrian travel within the city is reasonable for most residents.

3. Projections

The major traffic carriers will remain the two state highways and Belmont. All will experience some increases in traffic as the city population grows and as agricultural production in the surrounding area expands. Congestion on Oller Avenue will be aggravated, and existing traffic controls will be inadequate. Ninth Street, as the only central crossing point over the railroad tracks, will be further stressed, especially during the agricultural season and as East Mendota grows and utilizes its current vacant areas - both residentially and industrially.

In general, the large amounts of land in streets and alleys, small blocks, and mixing of two grid patterns make for an inefficient circulation system with a high number of hazardous intersections. As traffic increases, there will be an increasing need for a collector system, keeping heavy traffic from residential neighborhoods, for separation of incompatible types of traffic, and for better intersection traffic controls.

4. Policies

The proposed circulation plan is illustrated on Exhibit 5, Circulation System. The present use of Oller, Derrick and Belmont Avenues as the major arterial triangle is retained. Oller and Belmont should be improved with traffic separators like Derrick Avenue to channel cross-town traffic onto the proposed collector system. Belmont may eventually require four lanes as traffic levels increase. Oller will require a number of other improvements, including traffic control signals and possible redesign of travel lanes, parking arrangements, and building setbacks at intersections, and should be the subject of a special study.

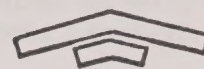
The collector system is to retain 9th, Quince, and the Marie - 2nd Streets routes as they are now adopted. Additions are to include:

- a. Extending Belmont as a collector east across the railroad tracks and, as required for future industrial development, east and north of the airport along the Monterey alignment.
- b. Extending Marie south to connect with this Belmont Avenue extension.
- c. Developing 7th Street and 4th Street as collectors instead of 6th Street.

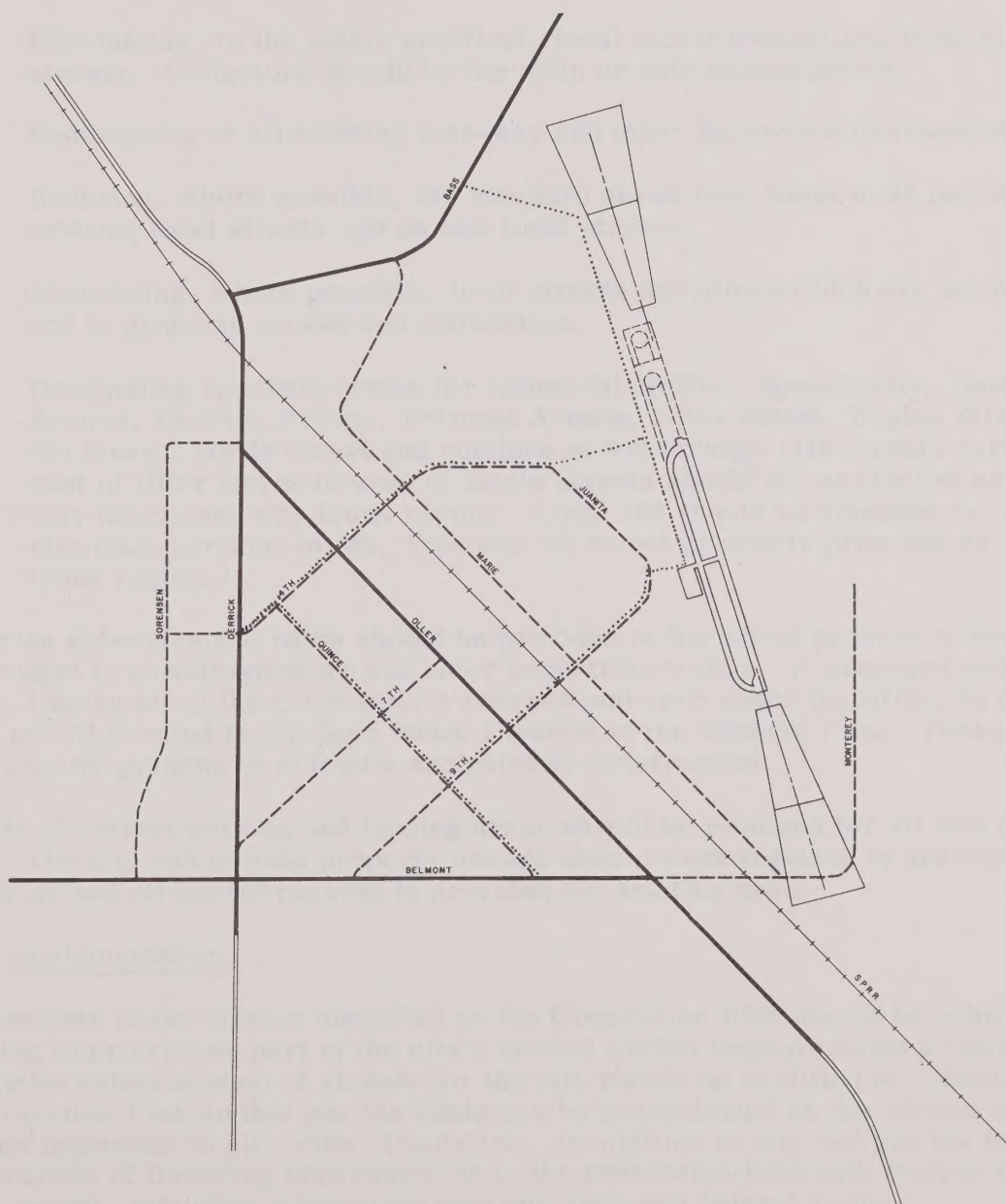
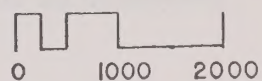
CIRCULATION SYSTEM

LEGEND

County Expressway 
Arterial 
Local Collector
Pathway 



Scale in Feet



Fourth Street should be extended across the railroad tracks and Marie to tie into the Fleming loop in East Mendota. In the event the 4th Street alignment for a new rail crossing is found infeasible, perhaps due to partial vacation of the former rights-of-way in East Mendota, an alternative alignment such as 2nd Street - Bass Avenue (a former crossing, now closed) should be considered.

- d. Developing a collector loop in East Mendota, consisting of 9th Street, Juanita, Fleming and 4th (or alternate rail crossing route as discussed in "c" above).

All local streets should be free from undue traffic from either cross-city, commercial, or industrial uses. In addition to arranging land uses to encourage appropriate traffic routes, the following measures should also be taken:

- a. Eliminating, to the extent practical, local street connections to arterial streets. Collectors should be the main or sole access points.
- b. Redesigning or eliminating four-way and other hazardous intersections.
- c. Reducing, where possible, the standard paved road width to 40 feet on existing local streets and on new local streets.
- d. Abandoning, where possible, local streets and alleys which are not essential to property access and circulation.
- e. Designating separate routes for industrial traffic. Specifically, Bass Avenue, Derrick Avenue, Belmont Avenue, Oller Street, Naples Street, 9th Street, Marie Street and portions of 2nd through 11th Streets northeast of Oller and southwest of Marie Streets should be considered as the only designated city truck routes. (Ord. 199 should be amended to eliminate portions of 6th, Tule and 8th Street presently proposed as truck routes.)

Pedestrian sidewalks and paths should be provided to the extent possible within the city's budget to encourage more and safer pedestrian traffic. A proposed pathway system, linking all of the community's recreational open space facilities, is discussed and illustrated in the Open Space Element of the General Plan. These routes should receive priority in sidewalk and pathway construction.

Adequate off-street parking and loading areas should be required for all new developments. The city and private property owners should work together to assure adequate and safe on and off-street parking is provided for existing uses.

5. Implementation

Improvements to the streets identified on the Circulation Plan should be scheduled according to priority as part of the city's needed capital improvements program. The official select system of streets for the city should be modified to reflect the Circulation Plan so that gas tax funds can be concentrated on the streets which are most important to city-wide circulation. In addition to city and gas tax funds, other sources of financing improvements to the pedestrian-bike path system should also be sought, including subdivision fees and state and federal funds.

On new developments, all street, curb, gutter and sidewalk improvements are required through provisions of the Subdivision Ordinance. Tentative Map reviews should include an evaluation of the proposed streets with respect to community circulation patterns and generally encourage efficient and complete street networks. The zoning ordinance should specify standards for adequate parking and loading area provisions for all uses.

The city should undertake special studies to improve key routes and to eliminate hazardous intersections. The most critical concern is the improvement of Oller Avenue, for which state highway funds should be sought.

Fresno County should incorporate the Mendota Circulation Plan into its county-wide plan. Major changes are proposed - particularly to the collector system - over the 1958 Preliminary General Plan.

D. PUBLIC SERVICES AND FACILITIES ELEMENT

The city of Mendota provides services to its residents which include a water distribution system, sewage collection and treatment system, solid waste collection service, fire, police and administrative facilities operating out of the city hall. Education facilities are provided by the Mendota Union School District.

Several other services are provided privately, such as the telephone, gas and electric distribution systems, but these will not be dealt with in the plan. They are assumed to be provided by the private companies as the demand grows.

A general overall goal for this element is that the city is to provide the most effective high quality service to the citizens of the community in the most efficient and economical manner possible. Implementation for the most part is through the operating budget and capital improvement program of the city, plus federal grants and other such programs where available. Specific additional implementation measures will be discussed in each section as appropriate.

1. Water Supply and Distribution System

a. Existing Conditions

Water for the city is pumped from two wells approximately 200 feet deep along Bass Avenue one mile north of the city. The general depth of water is 50 feet, and the total flow of the wells is approximately 2,200 gallons per minute. Metered service is provided to about 550 residential and 75 commercial outlets within the service area (Sewer and Water study, Boyle and Tokmakian, 1971). The distribution system is made up on lines ranging from 4 to 12 inches. The groundwater quality from the wells is acceptable, with some odor from hydrogen sulfide treated by a chlorine solution.

The unincorporated area of East Mendota has just installed a water distribution system, and shortly a storage tank will be placed near the end of the existing runway of the airport. With these new improvements, virtually all of urban Mendota will be served, including the new industrial park.

b. Projections

With the increasing use of irrigation in the vicinity, a salt build-up in the water supply is expected to continue the gradual degradation of its quality for domestic use. By 1990, an alternative source of acceptable water will be required.

c. Policies/Implementation

By 1990, a water supply should be obtained from the Westlands Water District, by extending the pipeline at Belmont and Ohio Avenues and constructing a treatment plant near Belmont and Ohio avenues (Sewer and Water study, Boyle and Tokmakian, 1971).

The distribution system is generally adequate, with some improvements recommended. The primary need is to increase the pressure of the flow. The recommendations of the Water and Sewer study (Boyle and Tokmakian, 1971) should be followed.

2. Sewage System

a. Existing Conditions

The community operates a treatment and disposal facility about 1.5 miles north of the city, east of Bass Avenue. The collection system is in the process of being expanded by the construction of a new 18 inch interceptor line running along Bass Avenue, tying into East Mendota's newly constructed collection system, the industrial park, and south Mendota. The existing 12 inch line in Second Street will continue to handle the north and west sections of the community.

The existing treatment plant has a capacity of 0.40 million gallons per day (mgd) and uses only primary treatment with a clarifier and digester. The disposal ponds are approximately 19.5 acres in surface area. Present flow is below capacity at 0.35 mgd.

b. Projections

The 1990 flow is expected to be 0.64 mgd, including 0.12 mgd from industry. To handle this increase flow, improvements will be needed in the treatment plant. Present ponds will be sufficient for future needs.

With the interceptor project under construction and East Mendota's sewer line project complete, the urban area's collection system will be adequate to handle increased growth to the year 2000.

c. Policies/Implementation

The present improvements to the collection system should be completed, and the sewage treatment plant should be upgraded to a secondary treatment level. The program outlined in the Sewer and Water study (Boyle and Tokmakian, 1971) for the year 1990 should be followed.

3. Solid Waste Collection and Disposal

a. Existing Conditions

The city presently provides once a week garbage collection to city customers using two employees and two city owned trucks: the newest and regular service vehicle is the compactor type. Special pick-up is available upon request. The East Mendota area is not served. Solid wastes are deposited in the county's Regional Sanitary Disposal Site adjoining the city's Sewage Treatment Plant on the Fresno Slough.

b. Projections

Present service should be increased to provide routine twice a week pick-up from residential customers and daily service to certain commercial or industrial uses. When East Mendota is annexed and/or other urban developments are provided solid waste collection services, the city will need to add to existing staff and obtain at least one additional compactor type truck. The present dump site appears adequate for present and projected disposal needs.

c. Policies/Implementation

The city should consider providing twice a week service to all city customers and

offer solid waste collection to East Mendota residents. This may require replacement of the older truck immediately, but in any event, an additional compactor truck appears necessary to improve present service and accomodate projected population growth.

4. Flood Control

a. Existing Conditions

Mendota has widespread flood problems, primarily in the southern sections, despite a low 8" annual rainfall. The source of serious flooding is the run-off of Silver and Panoche Creeks which originate in the Coast Range, but have no established drainage course connecting to the Fresno Slough. Historically, the waters sheet flowed across the ranches of the Valley either percolating into the ground prior to reaching the Slough or running unobstructed through low areas to this channel. More recently, farmers have protected their croplands by construction of peripheral dikes, or canal and road embankments have altered the drainage pattern: Storm waters now accumulate near Belmont and enter the southern low sections of Mendota. Also contributing to the regional problem is the city's lack of a storm drain system or ponding basins. The only existing facilities are the curbed and guttered streets which function as partial drainage channels during storm conditions.

The natural slope of the land provides slow drainage to the northeast except in localized low areas where run-off puddles and floods streets and private properties. Within the city, the airport and the railroad obstruct surface drainage causing ponding at their southwest borders. Two drainage channels exist in the area; one along Bass Avenue to the north and the other on the southwest side of the railroad to Highway 180, under the tracks south of the city to the Slough. Lacking any underground storm drain lines or local ponding basins, even small amounts of rainfall can cause gutters to carry run-off to low areas where puddles are a common inconvenience or hazard. An additional problem is that the regional flooding caused by Silver and Panoche Creeks carries large amounts of sediments which are deposited on streets and other low areas or tend to clog domestic sanitary sewer lines with mud. Water damage to roads and structures are all too common as well.

b. Projections

Special engineering studies should be conducted to design local and interim regional improvements for storm drainage collection and ponding. All new developments should incorporate on-site street and drainage line improvements in accordance with an adopted local storm drainage plan. The city should acquire property and develop at least two storm drainage ponding basins, one to the north and the other to the south as depicted on the General Plan; continue street, curb and gutter improvements to facilitate drainage; and consider necessary underground collection lines where needed to relieve street flow.

Although flood retention reservoirs are proposed on Silver and Panoche Creeks, their development may be delayed. Unless immediate action is eminent, interim improvements should be investigated. One possibility may involve a diversion or protective dike and a drainage ditch along the south side of Belmont Avenue, perhaps in combination with the local ponding basin, to intercept run-off before it enters the built-up area of the city and to conduct the waters to ponding areas or drain it to the Slough.

c. Policies/Implementation

The city should continue its cooperative efforts with county, state and federal agencies involved in the planned flood control improvements on Silver and Panoche Creeks, and seek to accelerate these regional improvements or investigate interim measures to protect Mendota from these flood sources.

To accommodate storm drainage from existing developed areas and enable projected additional urban growth, two ponding basins should be constructed as shown on the General Plan, one near Bass Avenue within the airport clear zone and another south of Belmont Avenue between Highways 33 and 180. All new developments should install on-site street and drainage line improvements, and additionally contribute an acreage fee for off-site flood control improvements. The city should, in addition to imposing an acreage fee on all further development to fund flood control improvements, establish a separate tax fund to provide for acquisition, maintenance and operation of such improvements. Ponding basins are suggested as multi-purpose facilities, to be used as public park and recreation areas except when inundated, and financial assistance for acquisition and development may be available from State and Federal Open Space programs.

5. Police, Fire and Administration Facilities

a. Existing Conditions

Fire protection within the Mendota planning area is provided by the Mid-Valley Fire District and Mendota Volunteer Fire Department, both sharing the station adjoining city hall on 6th Street. Mid-Valley Fire District equips this station with one pumper truck and employs three men who reside at the station during three day shifts, providing service primarily to unincorporated areas including East Mendota. The Volunteer Fire Department is headed by the city's fire chief and a part-time assistant and includes approximately 24 volunteers who respond to fire calls within the city. The department is equipped with two city owned pumper trucks, and conducts periodic drills to maintain readiness for emergencies. The station building was expanded during the late 1960's to provide space for the present three trucks and quarters for three resident firemen. Its' central location enables use of the police department dispatcher and rapid response by volunteers from the nearby school and downtown.

Ambulance service is also provided by the city, equipped with two ambulances which operate from the city hall. About 45 calls a year are made for service, and drivers and attendants are drawn from fire department, police department or volunteer forces.

Police protection within the city is provided by the Mendota Police Department, while the Fresno County Sheriff's Office and California Highway Patrol provide law enforcement services to unincorporated areas and state highways, respectively. The city's police department consisting of 10 full time officers, 10 part-time employees and 10 - 15 cadets, operates from a central station at the city hall and is equipped with three patrol units and one stand-by car. The County Sheriff's Office nearest substation is located in Firebaugh, adjoining the court. The California Highway Patrol operates from Fresno and Los Banos stations. The city's jail, a part of the police station, is used by these agencies whose normal jurisdiction is outside the city.

The city hall, located at 6th and Quince Streets, contains administrative offices and Council Chambers, generally cramped with no space for expansion, private conferences, or adequate office and meeting facilities.

b. Projections

The fire station appears adequate and well located for both the city and Mid-Valley continued operations. Space should be developed for the two ambulances and related storage, as well as offices for the fire chief, but otherwise the projected population growth should warrant only additional equipment and staff, rather than expanded facilities. The city's water system should be improved to include adequate storage and assured pressure, as more specifically recommended in the Sewer and Water study (Boyle and Tokmakian, 1971). Additionally a fire prevention program including periodic inspection and emergency operations plan for each non-residential structure should be initiated by the city.

Increased population, additional development and/or annexation of East Mendota will require commensurate additional staff and equipment for the existing police department. The present station is inadequate and replacement may be the most economical long-range solution, enabling city administrative office expansion within the existing police station. A new police station adjoining the existing buildings should include a larger jail, separate facilities for juveniles, women and men, a booking area, police day room, and other office space, and perhaps court room facilities.

The inadequate city hall facilities for the city's administrative offices and Council Chambers should be remedied by new expansion of buildings or remodeling of police space concurrent with new station construction. Ideally, a phased program for civic center development should be formulated to guide the police, fire and administrative facilities expansion, as well as integrate library, court, and other county, state and special district offices serving Mendota.

c. Policies/Implementation

With increased population, new development, and/or annexation of East Mendota, the city should maintain, improve and expand its present police, fire, ambulance and administrative facilities and services. Both the police and administrative quarters appear inadequate for present needs, and additional space is also needed for fire department offices and ambulance garages.

Immediate consideration should be given to replacing the police headquarters and providing expanded jail facilities in a new addition or separate structure adjoining city hall, as a part of a phased civic center development plan. Civic center should provide room for additional administrative offices, court-council chambers, assembly hall, and room for county, state and other governmental agencies servicing Mendota. Perhaps a community center building including clinic facilities, day care and health service facilities could be included, all within the block currently occupied by city hall, the police station, fire station and library. The civic center, including off-street parking, would greatly encourage the improvement of the downtown business district, as well as maintain the convenient, central and clustered arrangement of governmental office facilities.

6. Educational Facilities

a. Existing Conditions

The Mendota Union School District operates three schools serving the city of Mendota, and a broad surrounding area. Washington School is located at Oller and 5th on about 7 acres and provides ungraded primary instruction. McCabe Elementary School,

with about 10 acres at Smoot and Derrick avenues, is also ungraded and handles generally second or third grade levels to sixth. McCabe Junior High School, which is just north of McCabe Elementary on an 18 acre site along Derrick Avenue provides instruction to seventh and eighth grade levels. No high school is located in Mendota: students are bused to Tranquility High School 10 miles to the southwest, for grades 9 through 12.

Enrollment figures within the Mendota Union School District for 1973 total 1,251 pupils: Washington Elementary School had 401 students, McCabe Elementary School 577, and McCabe Junior High School, 273. Enrollment was down from previous years and, according to the district, capacity at the present facilities is adequate. The three school plants within the district are presently in good condition and meet the Field Act Standards for seismic and structural safety.

Tranquility High School had a student body of 765, of which about two-thirds are from the Mendota Union School District.

b. Projections

The following table illustrates the current and potential capacity of each of Mendota's schools, their past peak, and current and projected enrollment through the year 2000.

<u>School</u>	<u>Acres</u>	<u>Class- rooms</u>	<u>Current Building Capacity</u>	<u>Enrollment</u>				
				<u>1970</u>	<u>1973</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Washington E. (K - 3)	7	17	481	444	401	437	487	553
McCabe E. (4 - 6)	10	24	667	585	577	628	701	795
McCabe Jr. (7 - 8)	<u>18</u>	<u>10</u>	<u>300</u>	<u>272</u>	<u>273</u>	<u>297</u>	<u>332</u>	<u>376</u>
Totals	35	51	1,448	1,301	1,251	1,362	1,520	1,724

The projections in the table are based on the percentage of school children within the total population remaining relatively constant. Recent trends in Mendota indicate a slight decrease in school children although the total population has increased. If this lower birth rate were to continue, the demand for school space may be over-estimated, but generally the enrollment projections could be accommodated in existing school facilities to sometime between 1980 and 1990.

c. Policies/Implementation

Between 1973 and 1990, it is projected that student enrollment in grades K - 8 will increase from the existing 1,250 to a future 1,520. Although existing school facilities might accomodate the additional 270 students, Washington Elementary School would be spacially deficient according to state standards, and McCabe Elementary would exceed desirable enrollment limits. (McCabe Junior High School will be adequate for projected intermediate grade enrollment.) The General Plan proposes a new 10 acre elementary school site in East Mendota, which would accomodate up to 600 students when fully developed. This capacity would, of course, be developed in phases according to actual demand generated by new development, and enabling relief of Washington and McCabe Elementary schools. Alternatively, the new school could serve as a replacement facility for Washington School, and the latter site could be

converted into a civic center.

The present and proposed schools serve the entire community, divided by educational achievement levels rather than geographic neighborhoods. In the future, however, the location of McCabe Elementary and the proposed East Mendota elementary schools would facilitate neighborhood attendance area division. While not feasible during the twenty year planning period, the ultimate design would provide a K - 6 neighborhood schools convenient to each of the three residential areas; west-central Mendota served by McCabe Elementary, northeast Mendota served by the proposed elementary school, and south-central Mendota served by a future school near the ponding basin-park site on Belmont. McCabe Junior High would continue to function as the community's intermediate school. Consideration could be given to future development of a community high school, but during the planning period this facility appears unwarranted.

All school sites are located adjacent to select system streets to provide adequate vehicular access. As existing facilities expand, adequate parking should be provided to minimize nuisance for nearby residents. The city should encourage multi-functional use of school sites to maximize the utility of the investment and to better serve the public. (See also the Open Space, Conservation and Recreation Element.)

E. CONSERVATION, OPEN SPACE AND RECREATION ELEMENT

This element responds to the required conservation and open space elements mandated by state law, as well as the permitted recreation element. The quality of the natural environment (including surface and ground water, wildlife habitats, and other pollution problems) and preservation of resources (such as valuable agricultural lands, minerals, historic sites, etc.) are the concerns of the conservation element. These issues are met through a regional open space program. On the community level, virtually all improved open space constitutes a recreational resource, and thus the urban open space and recreation element is combined.

1. Regional Open Space: Agricultural and Natural Lands

a. Goals and Principles

1. To protect natural landscapes and provide for the continuance of areas of natural wildlife.
2. To maintain the economic viability of the agricultural operations within the planning area.
3. To preserve productive agricultural lands for permanent agricultural uses to the greatest extent possible, with minimum displacement from urban expansion.
4. To protect the quality of surface and underground waters and promote an adequate supply of water for all beneficial uses.

b. Existing Conditions

In close proximity to Mendota and adjacent to its planning boundaries on the east and southeast is a large area of natural and wildlife lands. This includes the Mendota Pool - Fresno Slough area, identified by the county as a potential regional recreation area, and the extensive Mendota Wildlife Refuge south of Whitesbridge Road. Numerous fish and waterfowl inhabit the areas, as well as other animals.

With this exception, almost all of the land surrounding the urban area of Mendota is in agricultural production. Field crops, such as alfalfa, predominate, and most of the farms are in large holdings.

The various soil types in the Mendota planning area are illustrated on Exhibit 7. They are for the most part clays with moderate limitations for agricultural productivity and urban development. More specifically, these soils are:

Mk - Merced Clay - Class II: These slightly saline soils form the basin flood plain, are very level, and run in a northwest-southeast mile-wide band adjacent to the Fresno Slough.

La - Lethent Silty Clay - Class III: These saline-alkaline soils parallel the Merced soils in a mile-wide band to the west, encompassing most of the city of Mendota. In addition to their salinity, the soils have moderate limitation due to shrink-swell characteristics.

Oc - Oxalis Silty Clay - Class III: Like the Lethent soils, the oxalis are developed from the slowly drained basin rim, in a band to the west. They are also saline-alkali soils, and display greater shrink-swell potential than the Lethent clays.

Pg, Pe, Po, Pk - Panoche Sandy and Silty Clay Loams and Loams - Class I: These soils, found in pockets in the southern portion of the city and in farm lands to the west, represent alluvial stream deposits overlying the clays. They are prime agricultural soils, although they do exhibit subsidence problems for urban development.

In terms of agricultural productivity, the soils range from Class I (prime - no limitations) to Class III (moderate limitations). The Class III soils predominate, with limitations due to a high to moderate salt content and restricted permeability of the fine-textured clays. Subsurface drainage is desirable to keep the root zones free of a possible build-up on the perched water table. In general, these limitations have been overcome to produce a rich farm economy.

Urban development on these soils is complicated by a general deep subsidence problem due to deep pumping of the aquifers and the strong shrink-swell characteristics of the surface soils. The slow permeability of the soils also restricts septic tank use.

Because of the strong agricultural base in the region, the entire area surrounding the Mendota build-up area is included in Fresno County's broad-scale agricultural preserves. Within these areas, land owners can choose to commit their land to sole agricultural uses for ten years in return for being taxed only for the value of the land in its agricultural use. The city has the right to object to such contracts within its sphere of influence, and the contracts are then cancellable upon annexation of the land to the city. The actual lands under ten-year agricultural preserve contracts in the planning area are indicated on Exhibit 6. Along the southern and southwestern edge of the city, these lands adjoin the city limits.

Water supply for both domestic and agricultural uses has traditionally been from deep pumping of the underground aquifers. This has caused problems both with surface subsidence and with salt build-up of the underground water supply, as well as a general lowering of the water table. Imported surface water is now beginning to replace pumping for many agricultural uses, and this may reduce subsidence problems.

c. Projections

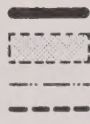
If the Mendota urban area were to expand extensively or if urbanization is allowed to spread in scattered areas, the city's growth could jeopardize productive agricultural uses in the vicinity, both displacing the use and conflicting with efficient farm operations. Urban uses toward the east could also tend to threaten or degrade the Fresno Slough area, both as a wildlife and natural water habitat and as a recreational resource.

Continued dependence on the underground water, with increasing demands from both domestic and agricultural uses, could aggravate the ground subsidence problem in the Mendota area. Additionally, the groundwater is expected to experience continued gradual salt build-up.

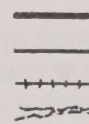
EXHIBIT 6 SOILS

LEGEND

Soil Types
Preserve Contracts
City Limits
Planning Area



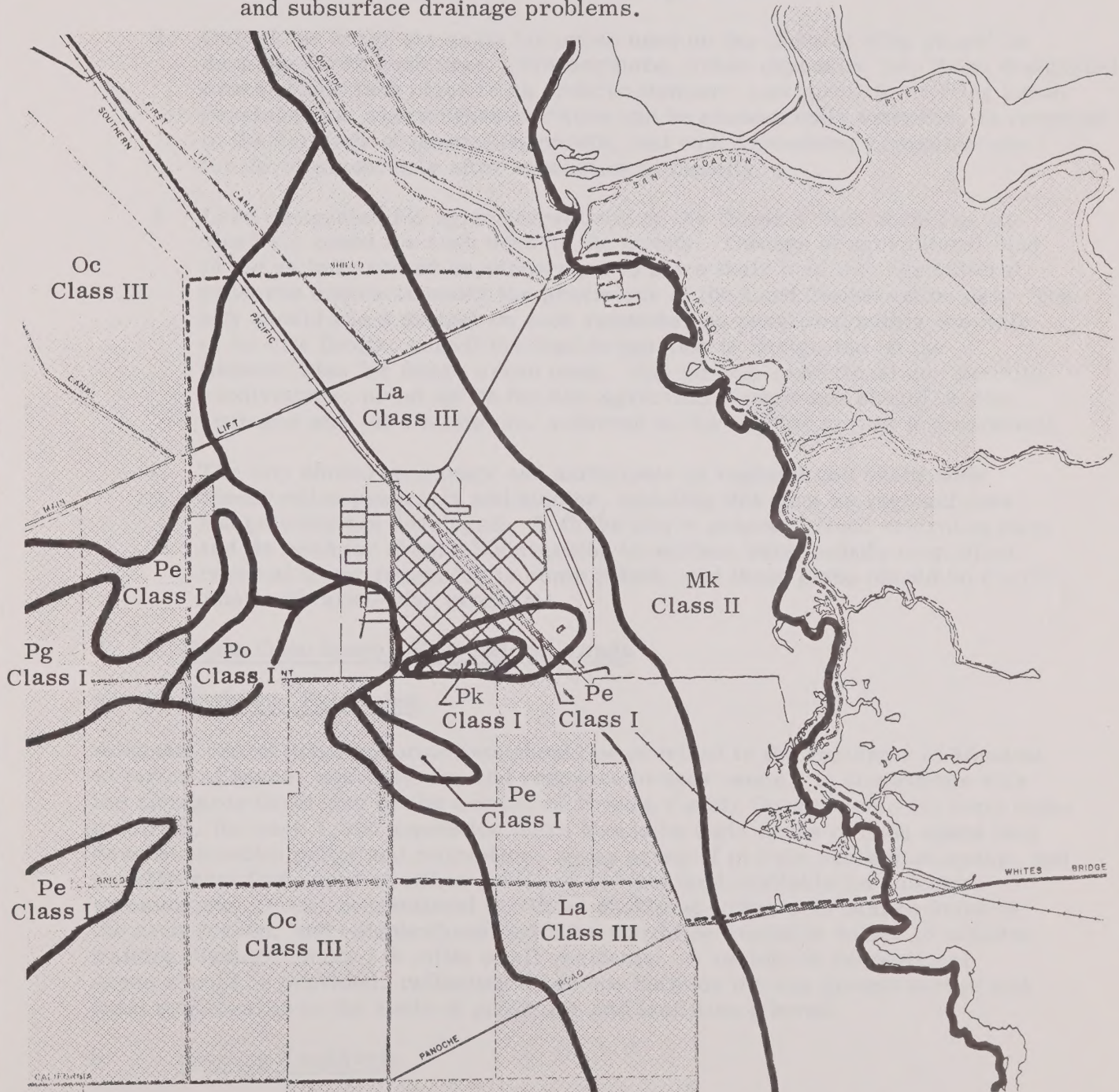
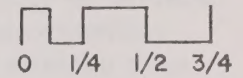
Expressway
Street/Road
Railroad
Watercourses



SOILS

- Class I - (Prime) No limitations.
- Class II - (Prime) Minor limitation of fine texture.
- Class III - Major limitations due to fine texture, saline-alkaline and subsurface drainage problems.

Scale in Miles



CONSULTIVE PLANNERS

d. Policies/Implementation

1. The city should encourage Fresno County to further safeguard the natural areas comprising the Mendota Pool - Fresno Slough Area. The area should be preserved and developed for its natural habitat, scenic and outdoor recreation potential. No intensive uses should be allowed adjacent to the area. For its part, the city should assure proper control of its sewage treatment plant operations to preclude any possibility of surface water degradation to these natural channels and should also carefully review the location and type of industrial operation in the eastern area of the city to avoid any environmental degradation.
2. Only those areas set aside for urban uses on the General Plan should be developed with such uses. Furthermore, urban expansion into these designated areas should take place in an orderly manner: contiguous to existing urban development, where urban services can be economically extended, in response to the demands of population growth, and with processing of applications for development only after annexation to the city.
3. Land designated for agricultural uses on the General Plan should be exclusively zoned for such uses by the county. Owners of agricultural land in the vicinity should be encouraged to place their land into agricultural preserve contracts under the provisions of the Land Conservation Act. The city should file a protest on such requests, as permitted within one mile of its city limits, only if the land in question is designated on the General Plan for future urban uses. Any zoning, conditional use permits, subdivisions, or lot splits for non-agricultural purposes should be discouraged and, at a minimum, referred to the city for review and comment.
4. The city should encourage and participate in regional and basin-wide conservation programs and studies, updating this plan as regional data and policies are developed. Both the city's proposed flood control system and its need for eventual conversion to surface water supply may affect regional water resources to some extent, and these plans should be coordinated with area-wide programs.

2. Urban Open Space: Recreational Lands

a. Goals and Principles

Adequate recreational opportunities should be provided to the residents of Mendota in terms of space, convenience, and response to user needs. In accordance with the standards developed by the Council of Fresno County Governments for local communities, for each 1,000 population there should be eight acres of open space land devoted to public parks and recreation, seven acres of private recreation space, and an additional five acres of either public or private land available for intensive summer use. Local recreational facilities should be within a 15 minute drive of the area served, and neighborhood facilities should be available within 15 minutes walking distance (about 1/2 mile) of all residents. A variety of recreational areas should be provided, reflecting a balance between the age groups served and local preferences in the kinds of programs and facilities offered.

b. Existing Conditions

Limited facilities exist for recreational activities. Sites that are available

include:

1. Rojas/Pierce Park (6 acres), on Sorensen Avenue across from McCabe Elementary School. It provides picnic and children's play equipment, with not fully matured landscaping.
2. McCabe Elementary School (10 acres), with school playground equipment.
3. McCabe Junior High School (18 acres). This facility has specialized and diversified equipment and extensive grounds for active recreation.
4. Washington School (6 acres), with some children's play equipment and large open areas. Located across from the city hall, it is the most centrally located of Mendota's recreational open spaces.

The only other area of significance is the small recreation area adjacent to the public housing below McCabe Elementary School. The majority of land now available for public recreation use is concentrated in the western portion of the community, leaving South and East Mendota without easily accessible neighborhood facilities.

c. Projections

Mendota currently has 6 acres of park and 25 acres of school lands available for recreation. According to COG standards, it should have 28 acres of public parks and recreation lands plus 18 additional acres for intensive summer use. Thus, it is currently 14 acres deficient, and will require an additional 6 acres of public and summer recreation lands by 1980 to accomodate the needs of its growing population. Summer needs could be even greater due to the seasonal influx of people at that time of year.

In addition to special deficiencies, the available recreational areas are concentrated only in the western portion of the city. East Mendota is especially isolated from the city's facilities. With the projected growth to the northeast, the need for neighborhood recreational areas on this side of the community will be even greater.

Mendota also needs a greater variety of recreational areas. There is very little private recreational space, and most of the public areas are provided at school grounds which are not available to the general public during much of the day. Although there is ample green space and scenic open space in the region, there is little improved regional recreation space.

d. Policies

With regard to regional recreation facilities, Mendota should encourage the development of the Fresno Slough - Mendota Pool area by Fresno County. This scenic and recreation resource would benefit all county residents, and would be especially valuable to the recreation-deficient Mendota area.

The recreational open space plan for the urban area is illustrated on Exhibit 7, Open Space. Basically, the plan proposes maximum recreational use of all public lands, so that the greatest public benefits can be derived at reasonable cost. Additional public lands have already been proposed within the Public Facilities Element, and these have been suggested in locations designed to also meet the

recreational needs of the community. School grounds and ponding basin sites should be improved for recreational uses and should be open to the general public to the extent possible. Special recreation programs should also be encouraged.

A key feature of the open space plan is the provision of a pedestrian pathway system which links all of the city's facilities and encourages pedestrian or bike access from residential neighborhoods to recreational areas. The proposed path would follow the collector loop of 4th, Quince and 9th Streets, with an extension paralleling the airport for access to the proposed northerly park/ponding basin. Provisions should be made for safe crosswalks and minimum conflicts from streets and driveways along this path system.

To the extent possible, the city should encourage more private recreational development. With higher density permanent residential developments, provision of recreational and open space areas should be mandatory.

e. Implementation

The city's capital improvements program should include budgeting for purchase of the two proposed ponding basin/park sites, as well as for recreational improvements at all public open spaces. The city should work with the school district to assure a proper location for a future school in East Mendota and to jointly develop recreational programs and facilities making use of school grounds.

Currently, the city is considering expansion of the 6 acre Rojas/Pierce Park in West Mendota to a 10 acre, intensive community recreation area including tennis courts, baseball diamond and community center building. Although a 10 acre neighborhood park may be appropriate at this location, it should be recognized that adjoining schools provide more than 25 acres of public recreation space convenient to this neighborhood, while East Mendota and southern residential sections of the city have no presently available park, school or recreation areas. Priority should be given to acquisition of at least ten acres south of Belmont for ponding basin-park development to serve the southern section of the city, and prior to, or concurrent with annexation, a 10 acre school and park site should be developed serving East Mendota. Additional park and ponding basin development could be integrated into the properties being acquired for airport clear zone, near Bass Avenue, as needed to keep pace with northern residential growth.

Further, the city should consider maximum multi-purpose use of any new recreation or park development, such as park use of the proposed ponding basins. Tennis courts and baseball diamond, for example, would be appropriately located on school grounds where they could supplement educational facilities, and a community building would be best situated in a central location adjoining city hall, to facilitate access and enable greatest civic use.

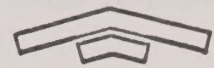
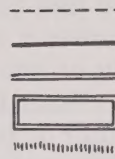
The city's zoning and subdivision ordinances should provide for the improvement of public or private recreation areas with new subdivision or multi-family housing development. In addition, the city's open space/recreation zoning district should be utilized to permanently reserve recreational open spaces and to prevent improper development of lands not yet planned for urban uses.

The city should encourage and, if possible, initiate recreational programs, making use of organized groups, volunteers, and any funding for special activities.

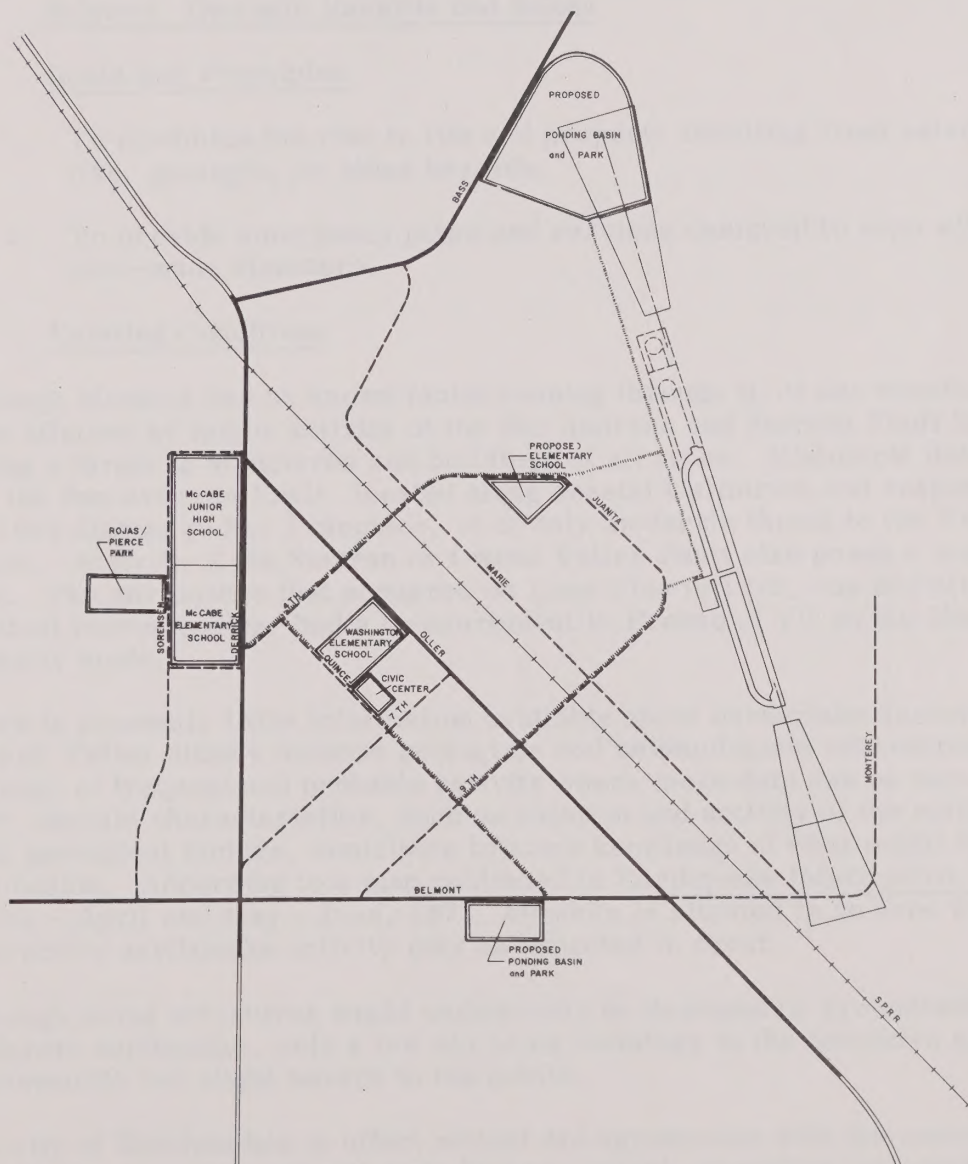
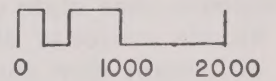
EXHIBIT 7 OPEN SPACE

LEGEND

Collector
Arterial
Expressway
Public Facility
Pathway



Scale in Feet



CONSULTIVE PLANNERS

F. SEISMIC SAFETY, SAFETY AND NOISE ELEMENT

Recently, the State of California included safety, seismic safety, and noise elements as mandatory parts of every city and county general plan. This element responds to these requirements.

The purpose of the seismic safety element is to identify and evaluate areas prone to earthquake danger and its associated hazards (surface movement and rupture, unstable slopes and landslides, dam failure, or liquification), and to plan land uses in a way that risk to life and property can be minimized. Additionally, the state recommends the formulation of an action plan for each city designed to facilitate recovery should a disaster strike. The safety element required a similar evaluation with respect to fire and geologic hazards. These two elements have been combined in this discussion because of the interrelated nature of the problems.

1. Seismic, Geologic Hazards and Safety

a. Goals and Principles

1. To minimize the risk to life and property resulting from seismic activity, fire, geologic, or other hazards.
2. To provide emergency plans and services designed to cope with natural or man-made disasters.

b. Existing Conditions

Although Mendota has no known faults running through it, it can nonetheless expect to be affected by major activity of the San Andreas and Sierran Fault Systems, posing a threat to structures and buildings of all types. Historical data indicates that the San Andreas Fault, located along coastal California and responsible for the 1906 disaster in San Francisco, is of only moderate threat to the Fresno County region. Activity of the Sierran or Owens Valley Fault also poses a moderate danger here. The earthquake that occurred on Lone Pine in 1872, one of California's three greatest known quakes, had a measurement in Fresno of VII on the Modified Mercalli intensity scale.

There is presently little information available about earthquake hazard in the San Joaquin Valley simply because geologists and seismologists concentrate their energy in areas of frequent and probable activity where more data can be accumulated. However, certain characteristics, such as location and activity of the major faults and local geological factors, contribute to some knowledge of what might be expected in this region. According to a map published in Earthquake Information Bulletin, March - April and May - June, 1971, Mendota is situated in an area where moderate destructive earthquake activity may be expected to occur.

Although some structures would undoubtedly be damaged by groundshaking during a moderate earthquake, only a few old brick buildings in the downtown area represent a noteworthy but slight hazard to the public.

The city of Mendota has in effect mutual aid agreements with the county sheriff, Mid-Valley Fire District and state highway patrol, providing for supplementary service in the event of emergency conditions such as fire, flood, epidemic, riot or

earthquake disasters.

Regional deep subsidence is another form of geologic hazard affecting Mendota, generally disruptive to utility systems, drainage and distribution canals rather than a threat to roads or buildings. In comparison to surface subsidence, a characteristic of soils in some westside areas of Fresno County, but not affecting Mendota, which can cause dramatic local compaction affecting structures, deep subsidence problems are expected to decrease due to agricultural use of imported water supply enabling a reduction of deep well pumping.

Another important factor in Mendota is a soil hazard known as "shrink-swell" (soils swell with the introduction of water and shrink and crack with drying). When constructing roads or building foundations, special precautions should be taken to avoid excessive moisture which could crack and endanger structures and road improvements.

The most significant remaining threat to general public safety is the regional flooding problem discussed in the **Public Facilities Element**. Police and fire service are also discussed in the **Public Facilities Element**.

c. Projections

Current seismic information is not detailed enough for a thorough evaluation of specific problems and should be supplemented with better data as it becomes available. The Fresno County Council of Governments (COG), of which Mendota is a member, is a participant in a five-county regional study of seismic risk. When carried out, this study will provide an adequate basis for a more complete seismic element for the General Plan.

It is difficult to predict all potential disasters. In general, however, it is expected that fire, flood, geologic and seismic hazards in Mendota would cause only localized problems.

c. Policies

Requirements relating to structural characteristics of buildings, as described in the Uniform Building Code, are generally adequate for seismic conditions in Mendota. These should be enforced, particularly with respect to public buildings such as schools (which must also comply with the Field Act), police and fire stations, communications and public utility buildings, commercial establishments, and places of public assembly.

Based on current information, it appears that special land use restrictions are not needed, since no particular hazard areas have been identified where buildings would be subject to unusual risks. As further data becomes available, the General Plan should be reviewed to assure that the type and extent of urban development allowed is appropriate. Building regulations should also be reviewed.

The Emergency Service System should be further refined with an updated plan of action and a periodic review of procedures with all involved personnel and agencies to assure a coordinated, effective program in the event of any major disaster.

e. Implementation

Mendota should encourage and cooperate with the Fresno County Council of Governments in its efforts to develop an area-wide seismic safety element.

Upon completion of the five-county regional seismic safety plan, the city should undertake a detailed study to determine the existence and extent of substandard or dangerous buildings, particularly public, commercial and industrial structures, and should initiate a program to bring them to safe standards.

A director of emergency services should be appointed to up-date, coordinate and continue an active program to assure that the evacuation and emergency procedures of all involved agencies and groups operate smoothly and efficiently.

2. Noise

a. Goals and Principles

1. To improve the living, working and recreation environment through the reduction and control of noise nuisance.

b. Existing Conditions

As a small rural community, Mendota does not have the major noise pollution problems of a big city, such as freeways, heavy industry, and busy airports. Mendota does, however, have some noise generators which occasionally disturb its peaceful atmosphere. The most serious problem is noise from truck and rail traffic, most pronounced during the peak agricultural harvest season. The problem is especially aggravated since truck traffic is not limited to industrial areas and arterials, but often disturbs local streets and residential neighborhoods and rail traffic bisects the community passing near residential areas and disrupting street traffic.

Other noise generators include the airport, carrying minor traffic; some industrial uses; and automobile traffic.

c. Projections

The Mendota airport can be expected to increase as a noise generator as it is enlarged to accommodate larger aircraft. This can present a problem if housing is allowed to develop near the runway or approach zones. Because the level of use will remain limited, even with expansion, the total noise problem will remain minor and periodic.

Federal and state standards for acceptable vehicle noise levels are becoming more stringent and will help in reducing noise generation from these sources in Mendota. On the other hand, however, traffic volumes will increase with population growth and economic development. Local controls will be required to maintain or reduce noise levels, especially in residential areas. Future industrial development could also add to Mendota's noise problems.

d. Policies

A quantitative analysis of existing noise within various typical areas of the city should be undertaken and acceptable levels determined for various types of uses. The city should then develop standards to regulate maximum permissible level and duration of noise emanating from various stationary and ambient sources.

Land uses should be arranged in such a way that the maximum protection from the adverse effects of noise can be accomplished. The circulation pattern should be

designed to eliminate heavy truck traffic in retail commercial and residential areas; restricted truck routes should be established and enforced. Through traffic on local streets and in residential neighborhoods should be discouraged. Industrial uses in proximity to residential areas should be reviewed for effective noise control measures. Landscaping should be encouraged throughout the city and especially along streets and other noise generators to help reduce the general noise level.

Where special, unavoidable noise problems exist, more demanding construction standards may be desired to minimize the effects of noise from exterior sources on the interior environment of residences, schools and other places of human occupancy.

e. Implementation

The city should adopt, as part of its municipal code, a noise ordinance. The League of California Cities has a Model Noise Ordinance which can be easily adapted to Mendota's needs. The essential role of such an ordinance is to establish maximum noise generation from any source in particular zones. Control measures to enforce the ordinance are also provided. The existing nuisance ordinance provides an interim basis for abating objectionable noise sources. In addition, State Vehicle Code standards for auto and motorcycle mufflers should be strictly enforced.

The land use element of this General Plan provides for suitable locations for industry, separate from quiet residential neighborhoods. The circulation element provides for separation of truck and major through traffic from local residential and retail commercial streets. The zoning ordinance should be up-dated to include performance standards and require conditional use permit procedures for any business or industry which could produce significant noise beyond its property lines.

PART III: OPTIONAL SPECIFIC PLANS

III. OPTIONAL SPECIFIC PLANS

A. DOWNTOWN IMPROVEMENT PLAN

The land use element of this General Plan has incorporated several recommendations for improving and intensifying the downtown commercial area. A more detailed study, however, could formulate precise programs and phasing for improvement projects and cooperative merchant efforts. The study would master plan the downtown area, including an expanded civic center complex, new shopping facilities, professional office space, intensive housing, and existing commercial development, focusing on 7th Street. Detailed plans could be developed for improved parking facilities, pedestrian walkways, landscaping, and building renovation. Further programs could be developed for combined promotional activities and improvements of customer services.

B. NEIGHBORHOOD REVITALIZATION PLAN

This planning effort should grow from and be aimed at the efforts of self-improvement in the East Mendota community. Success in gaining utility and street improvements has begun a process of community enhancement, but further goals should be identified and pursued. Among the programs which should be reviewed are:

1. Development of a neighborhood improvement association which could organize the citizens into a cohesive unit.
2. Street beautification programs.
3. Community center and park development.
4. Special services, such as day care and job training, which could mobilize existing resources of the residents.
5. Improvement of housing quality through fix-up, painting and landscaping efforts.

C. OLLER AVENUE IMPROVEMENT PLAN

The need to separate service and highway commercial uses from the central retail district has already been discussed in the land use element. Similar to the central shopping district, though, the service commercial strip of Mendota could benefit from intensification and improvement. In addition, the need to improve traffic circulation on Oller Avenue is critical. It is therefore recommended that a detailed planning program be undertaken to solve these interrelated problems.

Specific attention should be given to rearranging the travel lanes, separating parking bays from adjoining traffic, establishing cooperative off-street parking lots, providing better visibility at intersections, reducing the number of intersections and creating appropriate traffic controls, landscaping, sign controls and other improvements. Implementation of such a planning program could be of invaluable importance to both the safety of traffic flow and the success of the commercial strip.

**PART IV: COMPREHENSIVE
PLAN PROPOSALS**

IV. COMPREHENSIVE PLAN PROPOSALS

Throughout this General Plan, each element has been designed to harmonize with the whole. Although each is discussed separately, the entire General Plan is an inter-related, integrated statement of the concerns and needs of the Mendota planning area. This section will briefly summarize the most important policies, review the overall implementation measures required to achieve the goals, and present the physical development plan which embodies the recommendations of the General Plan.

A. SUMMARY OF POLICIES

1. To develop vacant land and encourage residential expansion in areas which will provide logical urban boundaries and minimize encroachment on productive agricultural lands.
2. To encourage concentration and improvement of the major retail business district downtown, with limited neighborhood commercial areas.
3. To reinforce highway and service commercial development at Belmont and Derrick Avenues and along Oller Avenue.
4. To provide opportunities for industrial expansion while minimizing land use and circulation conflicts.
5. To rehabilitate, replace and provide adequate new housing responsive to the needs of the community and its residents. East Mendota should be retained as a residential community and incorporated into the city.
6. To separate through traffic from retail commercial and neighborhood residential circulation, and to improve major collectors and arterials to accommodate future traffic volumes.
7. To improve a pedestrian path system through the community, linking residential areas with shopping, school and recreation facilities.
8. To undertake required improvements of sewer, water, solid waste and storm drainage systems.
9. To expand the present civic center to include improved police and fire offices, indoor and outdoor meeting areas and community service facilities.
10. To reserve an elementary school site in East Mendota.
11. To expand recreation opportunities through development of parks at new ponding basin and school sites serving south and East Mendota; through improvement and multi-use of all existing public facilities; and through county development of regional facilities at the Mendota Pool - Fresno Slough area.
12. To improve emergency procedures for dealing with major disasters.

B. IMPLEMENTATION MEASURES

It should be understood that implementation tools are only as effective as the residents of Mendota make them. Active citizen participation in programs should be encouraged by every means possible. The city of Mendota should set the example by respecting and implementing the General Plan in each decision it makes.

The most basic tools for the implementation of this General Plan are the capital improvement program and the city code, particularly the zoning and subdivision laws. In addition, the city should work with other jurisdictions, reviewing proposals which affect the physical, social, or economic conditions of the community, and encouraging, cooperating and seeking assistance in those programs which would benefit the planning area. More specifically, these implementation measures involve:

1. Capital Improvement Program

In addition to its operating budget, the city should plan, over five or ten year periods, the investment of its capital in needed improvement projects, including the following:

- a. Improvements to major streets and the pedestrian path system.
- b. Expansion of the civic center complex.
- c. Improvements to the sewer treatment plant, development of water supply from the Westlands Water District, and construction of new distribution and collection lines.
- d. Development of a complete storm drain system, including collection lines, and purchase and improvement of two proposed ponding basins.

2. Zoning Ordinance

The city's zoning ordinance should be reviewed and updated to implement this General Plan, providing specific controls over land use, heights, volumes and locations of buildings, and open space. It should be administered and enforced to encourage and stabilize the development pattern suggested by the General Plan, as more specifically outlined in the Housing and Land Use Elements.

3. Subdivision Ordinance

The city's current subdivision and land division ordinances should be updated in response to recent state enabling legislation and to adequately serve the needs of the community. In addition to provisions for safe and efficient street systems, public and private utilities and services, curbs, gutters and sidewalks, the subdivision ordinance should include fees or dedications for storm drainage, recreation and open space, and other improvements commensurate with the size and nature of the development.

4. Other Code Improvements

The city should adopt a noise control ordinance. All city code provisions, such as fire hazard controls, traffic code, ect., should be periodically reviewed and updated.

5. Cooperation and Assistance of Other Agencies

A number of specific proposals are discussed in various elements. Among the most important are:

- a. County zoning and LAFCO cooperation in implementing the General Plan and preventing urban developments in unincorporated areas.
- b. City review of development proposals in the adjoining county lands.
- c. County and federal assistance in providing low-cost housing, code enforcement and rehabilitation.
- d. School district action implementing the proposal for new school site acquisition in East Mendota.
- e. COG planning in the fields of conservation and seismic safety.
- f. State Department of Transportation assistance in improvement of state highways through Mendota.
- g. County improvements of expressways, arterials and collectors in the planning area.
- h. Westlands Water District assistance in developing new water supply.
- i. County, state and federal financial assistance programs for planning and implementing community development proposals.

C. PHYSICAL DEVELOPMENT PLAN

The physical development plan for Mendota and its immediate surroundings is presented on the Mendota General Plan, Exhibit 8. It reflects the policies of the plan elements consistent with the stated community objectives.

The land use element provides for four categories of use: residential, commercial, industrial and agricultural. Within the residential category, single family areas predominate: in two triangular neighborhoods in the center of town; in a western strip encompassing the existing city limits and some existing development; and in a large area of north and East Mendota, including the existing residential community and expansion area to the north. Multi-family designations have been reserved for the areas immediately adjoining the downtown and southern Oller commercial strips and in a band west of Derrick Avenue. Some additional areas may be desirable for seasonal housing, as discussed in the housing and land use elements.

Commercial uses have been differentiated into retail, neighborhood and service categories. Retail commercial uses are to be concentrated in the downtown, 7th Street frontage; the two shopping centers on Derrick are appropriate neighborhood convenience areas and service commercial establishments, including highway and general uses, are to fill in the western 7th Street frontage, continue at the Derrick-Belmont intersection locations, and concentrate in the Oller Avenue strip.

Industrial uses are located along the railroad tracks and in a large area for future expansion in the southeast portion of the city.

Exclusive agricultural use is proposed for all the lands not shown for future urban expansion. The urban area indicated on the General Plan should be adequate to handle the growth of the city to the year 2000, and these areas - plus infilling of existing vacant land in the urban area - should be the only lands converted to urban use in the planning area.

The General Plan also illustrates graphically a number of the key proposals of other elements of the plan. The civic center is shown expanding at its existing location, and should be planned to integrate and encourage commercial activity on the now largely vacant strip along 7th Street. Two new ponding basins, serving both flood control and recreational needs of the community, are indicated at the southern and northern ends of town. A new school is proposed in East Mendota.

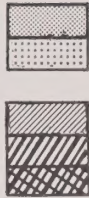
Both the vehicle circulation system and a proposed pedestrian path network are designed to serve the land uses and the special facilities available within the community.

EXHIBIT 8

MENDOTA GENERAL PLAN

LEGEND

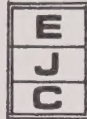
Residential
Single Family
Multi-Family
Commercial
Neighborhood
Retail
Service



Industrial
Agricultural



Public Schools
Elementary
Junior High
Civic Center

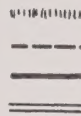


Park
Ponding Basin

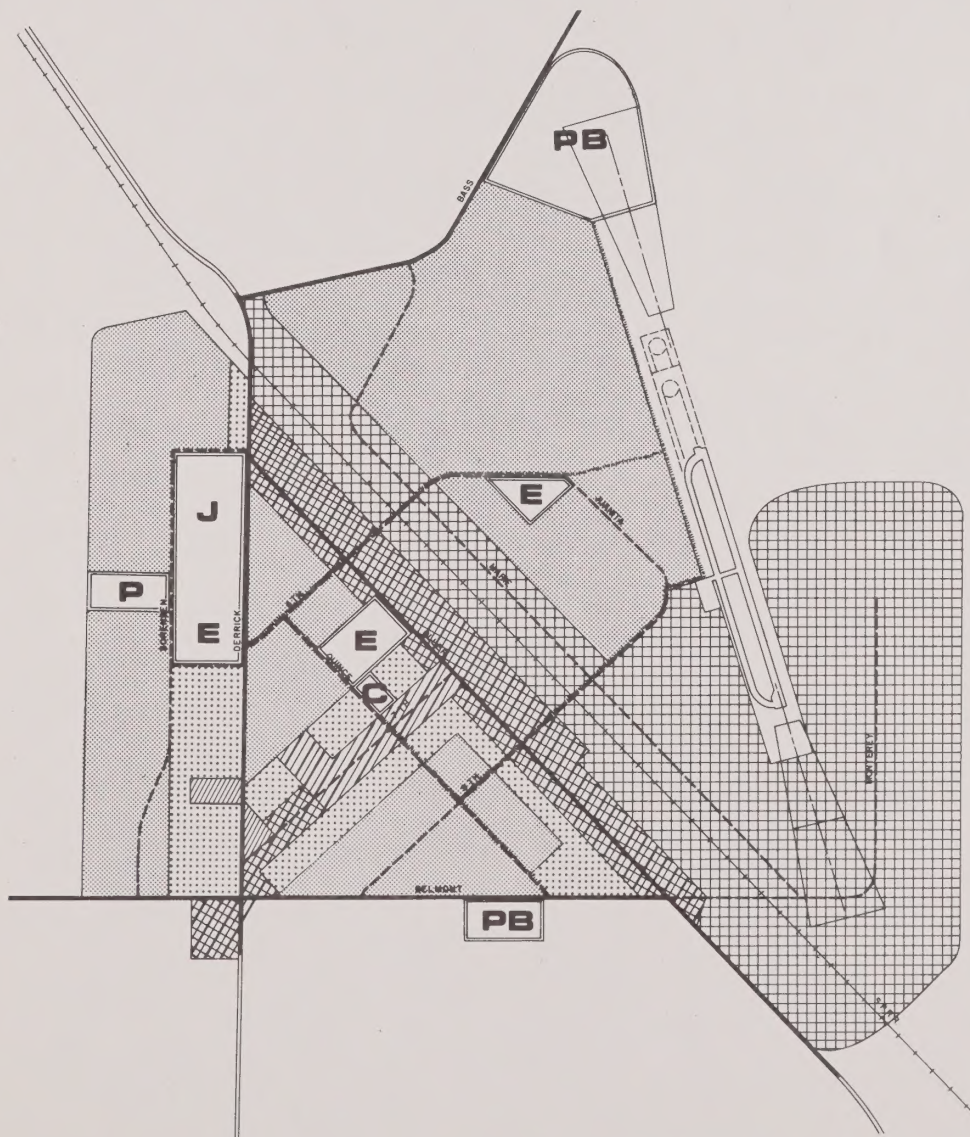
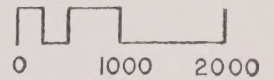


Circulation

Pathway
Collector
Arterial
Expressway



Scale in Feet



CONSULTIVE PLANNERS

U.C. BERKELEY LIBRARIES



C101741228

